

MOTOR AGE

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CARS FOR THE MASSES AT STANLEY SHOW



rear frame is of motor bicycle construction, the driver of the machine occupying a bicycle saddle and placing his feet on narrow foot rests on either side of the frame.

Wheel steering is found on both patterns, and there is no great distinction between the front seats fitted to each, for whatever difference there is in front seats seems to be irrespective of the rear structure. The conventional front seat is a roomy single seat

that is provided with a sloping dished footboard, and which is mounted on C, S, or semi-elliptic springs between it and the main frame of the machine, the latter in some instances being rigid, although in the better machines it is also spring supported on the front axle. The most radical departure from this conventional front seat is the kind in which the seat proper is supplemented by a box that encloses the footboard, there being a door entrance in front. This somewhat resembles the parcel carrier of a motor delivery tricycle, but despite its lack of inherent beauty it is obvious that it is very useful in protecting milady's skirts from the dust and mud and in protecting on windy days her ankles from the gaze of the vulgar public.

It is evident that the tricar will play an important part in the motor or bicycle or whatever industry to which it properly belongs, at least in England, for while America may not have the highways on which to use three-wheeled machines, and continental Europe may not have the inclination, England has both, and in the mind of the optimist, at least, the English tricar seems to practically answer the great demand from the middle classes for a light motor machine which is more convenient and comfortable than a motor bicycle, and which is not so expensive as a motor car. Brief descriptions of the more prominent and

LONDON, England, Nov. 26

—While the Stanley show which closed in Agricultural hall to-day is the outgrowth of a bicycle show—the greatest bicycle show of the world

the exhibition just finished created a new class of shows because it was almost an exclusive motor cycle exhibition. There were some bicycles—nice, well-finished machines—exhibited for the main part by the same manufacturers who also showed motor cycles and in some instances motor cars. There were also a few motor cars, the products of cycle manufacturing concerns—not enough collectively to make a great display of themselves—but there were motor cycles by the hundred, and these machines both in the form of two-wheelers and three-wheelers were the center of attraction—they were the show. Among them were represented all of the current applications of the motor to cycle construction from the 70-pound motor bicycle pure and simple to the 8-horsepower tricar, which is the dividing line between cycle and car construction.

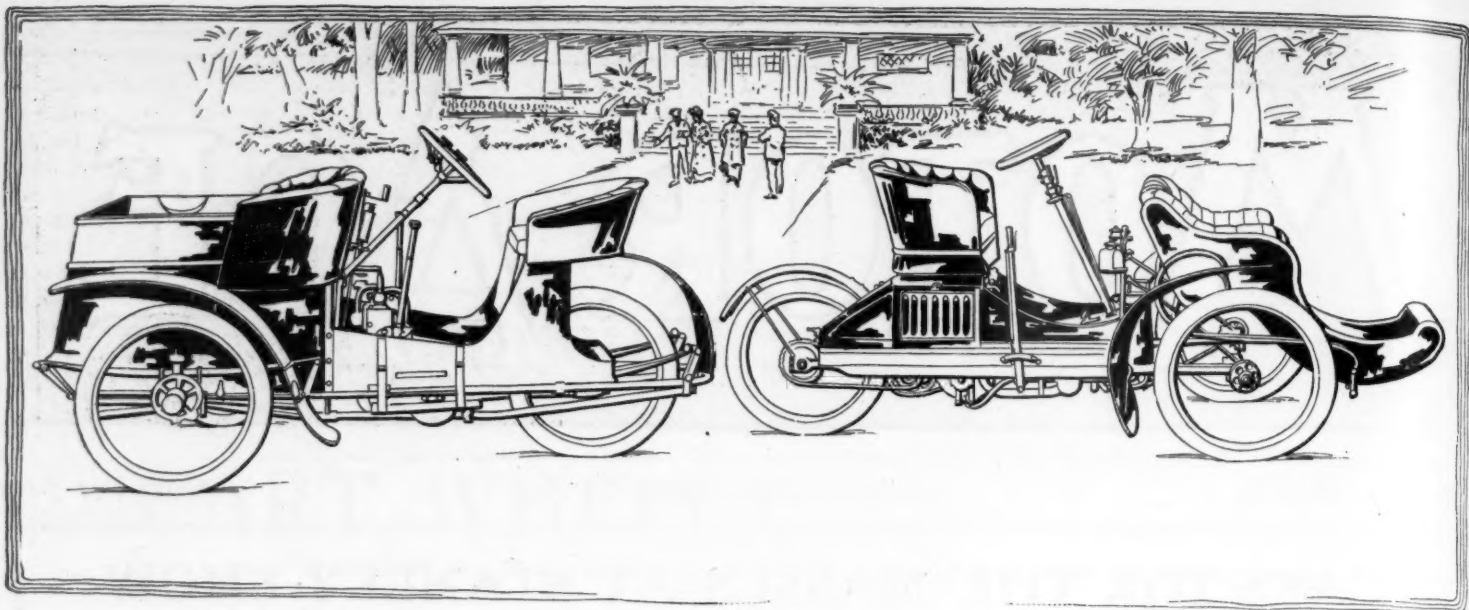
In the regular motor bicycles there was not apparent a great radical change in construction since the show of last year, the differences being mainly the more common acceptance of styles of construction introduced a year ago. But in the three-wheelers the Stanley show presented an almost revolutionary advancement, and marked the commercial establishment of an important industry, which is, just now at least, peculiar to England. This development is the creation of the tricar, an

offspring of the motor bicycle, fitted with a detachable rear, side or front seat to accommodate an extra passenger in comfortable style.

Last year similar machines were shown, and were known by such names as side carriages and fore-carriages, being auxiliary attachments. The tricar of the Stanley show of this year is a unit machine which is neither a motor cycle nor a motor car, but a mongrel breed which possesses the simplicity of one and a certain degree of the convenience and comfort of the other. It is almost universally a three-wheeled machine with two steering wheels in front, a tubular frame of bicycle construction, a high speed bicycle style of water-cooled motor, some simple form of two-speed-forward transmission gear, and a single rear driving wheel.

Generally speaking there are two principal styles, one in which the rear part of the car is provided with a foot board, and a driver's seat which is a small, lightly-constructed emulation of a car seat, and another in which the





THE BAT TRICAR

THE HUMBER TRICAR

original patterns of tricars which were exhibited at the Stanley show follow:

The Arielette is a tricar of a style of construction which is similar to that of the old Bollee. It is driven by a large horizontal engine on the left side of the frame, the external fly wheel being on the other side. There is a three speed sliding gear transmission, from which the rear wheel is driven by a flat belt. The transmission gear lever is co-operative with the belt tightener, forming a control system having only one side lever and the motor regulating levers on the steering wheel pillar. Differing from the Bollee, however, the motor is water cooled. The water tank and radiator are combined in a cylindrical device which resembles a fire-tube boiler. It is mounted on the right side of the frame at the extreme rear. The motor is of 5 horsepower, and it is claimed that it will drive the car 35 miles an hour. The driver's seat is comparatively high and is comfortably formed.

The Barnes tricar is a very light runabout of tubular frame construction which is a cross between a motor bicycle and a motor car. It has no front seat, being a single passenger car. The motor is a 4-horsepower vertical air-cooled engine, placed directly back of the steering wheels. It drives the rear wheel by a belt. The steering is by wheel, the pillar projecting above the engine, so that the throttle and spark controlling levers may be readily connected to the motor. The seat is an ordinary upholstered basket seat held on a triangular frame, the whole arrangement of the frame structure being such that there is ample room for a woman's skirts. The battery and coil are carried in a box on the front axle, while the gasoline and oil tanks are underneath the seat. Band brakes are fitted to all three wheels and are operated by pedals. The transmission includes a three-wheel device in the form of a split ring and roller hub clutch.

The Bradbury tricar is really a motor tricycle with an inclosed front seat. The main frame is similar to that of a motor bicycle in which a 4½-horsepower water-cooled motor is carried vertically ahead of the bottom bracket, the gasoline tank being above the motor. A two-speed forward transmission gear is fitted directly back of the motor crank case. The final drive is by chain. The water circulation is by thermosyphon system, there being a combined tank and radiator on the steering gear. The driver's seat is a saddle, and the steering

is by handlebars. There is a long foot rest on each side of the frame.

The Chase tricar is another of the bicycle type, whose chief peculiarities are the semi-drop frame, which allows a woman to occupy the driver's seat, and the oblique double-cylinder air-cooled motor, which is of 7-horsepower and which is fitted with a fan to assist the cooling. The transmission gear furnishes three forward speeds, the final drive being by chain.

The Heighton or Vinco tricar is another of those machines in which the chassis is built so that it ought to be equipped with a coach body, but in which the tubular frame is uncovered, all of the working parts being visible. It is driven by a 3½-horsepower vertical water-cooled engine whose principal feature is the variable lift inlet valve for governing the speed. The transmission is through a two-speed planetary gear with final chain drive. The water circulation is of the thermosyphon system in which the radiators are coils of ribbed tubing extending from the tank to the motor. The rear seat rests upon coil springs supported by a pyramid shaped frame of tubing within which is placed a gasoline tank. The steering is by wheel, and the throttle and spark levers are on a bracket ahead of the driver. The frame is open, so that the machine may be driven by a woman. A bank brake on the rear wheel is operated by a pedal, while a similar pedal on the other side operates the front axle brake.

The Bat tricar is a rather elaborate form of machine, being driven by a two-cylinder motor, and having a more extensive body than most tricars. The engine is of 6-horsepower of the opposed pattern, and is placed transversely across the front end of the frame. It drives through an ordinary cone clutch to a sliding gear transmission furnishing three forward speeds. The final drive is by heavy chains. The frame is of tubular construction, and is carried on semi-elliptical springs. The driver's seat is wide, and rests upon a structure which emulates a full fledged body. The front seat is wide enough for two persons, and the foot board is entirely enclosed, the body having a door in the center of the front. The steering is of course by wheel. The band brakes on the front wheels are operated by a side lever, while the rear wheel brake is operated by a pedal. The speed change gear is actuated by a side lever, while the throttle and control levers are on the steering wheel.

The Excelsior tricar is a comfortable machine, although it cannot be called a beauty. The passenger's seat is a conventional fore seat between the front wheels, while the driver's seat is a box seat mounted on two full elliptic springs. The low tubular frame is attached rigidly at the rear, but is mounted on semi-elliptic springs in front. The machine is driven by a 4-horsepower water-cooled motor placed vertically about midway of the frame. It is provided with a clutch, operated by a pedal, and with a two-speed sliding gear set driven by chains; the final drive is also by chain. The water circulation system includes a combined tank and radiator underneath the forward seat, and a pump driven by the cam shaft of the motor. Underneath the driver's seat are two side boxes, between which runs the rear wheel. These are used to hold the batteries and coils and whatever tools the user may carry. There are brakes on all wheels, the rear wheel brake being operated by a side lever and the front wheel brakes by pedals. The transmission gear lever is on the steering wheel column.

The Humber Olympia is one of the neatest tricars at the show on account of the fact that the rear body is fitted with sides, so that the machine resembles a small car. The 5-horsepower water-cooled engine is placed vertically underneath the driver's feet. The drive is through a clutch and two-speed gear, in which the spur gears are always in mesh, the speed changes being secured through the operation of clutches. The final drive is by chain. There are band brakes on all of the wheels. The steering is by a single arm wheel, and the speed change, throttle and ignition levers are on the steering wheel column. The front wheel rim brakes are operated by a pedal, while the rear wheel band brake is operated by a side lever. The frame work is attached rigidly to the wheels, and the rear seat is mounted independently upon four full elliptic springs, while the front seat is mounted on long S-shaped side springs.

The Lindsay tricar is chiefly noticeable on account of its variable speed transmission gear. The car itself is a conventional tricycle with a 4-horsepower air-cooled motor and a wicker front seat. The transmission consists of a twin pulley on a counter shaft, the pulley having V grooves formed by sliding discs, so that by the action of the hand lever the working diameter of one groove is increased as the other is de-

creased, the outside discs being stationary, and the double-faced inside disc being the sliding member. The transmission from the engine to the pulley, and from the pulley to the road wheel, is by V belts. The tension of the belts is self compensating on account of the fact that the shaft carrying the variable pulley is mounted so that it may be rocked to tighten one belt and loosen the other proportionately and in connection with the movements of the sliding member of the pulley, the whole action being controlled by the one lever.

The Mars carette is a tricar on the bicycle construction order with a coach work front seat and a regular motor bicycle frame in the rear, the chief peculiarity of which is its combination with a box seat for the driver instead of the bicycle saddle usually fitted to machines of this construction. The motor is a 4-horsepower water-cooled engine placed vertically, ahead of the bottom bracket. It drives through a two-speed gear and a chain. There is a foot-board on either side of the motor, and beneath each is a box, one for tools and the other for the batteries.

The principal novelty of the Millford sociable is the equipment of a bicycle construction rear frame with two box seats side by side, the vehicle with its usual front seat thus accommodating the three passengers. The steering is by a pillar, which is offset to come into a convenient position for the occupant of the right rear seat. This machine is also one of the few tricars to be equipped with pedals for starting or for assisting the motor in hill-climbing. In this case there are two pairs of pedals on the same crank shaft, one pair for each rear seat occupant.

The N. S. U. tricar, while being conventional in general design, is peculiar in some of its constructional features. For instance, it is one of the few machines fitted with planetary gear on the engine shaft and driving directly to the rear wheel by chain. The water cooling system of the 4-horsepower motor is also exceptional on account of the fact that it includes a honeycomb radiator fitted with a fan after the manner of heavy cars.

The Phoenix tricar is more than usually pretentious, for while the machine itself is a motor tricycle with saddle, handle bars, gasoline tank in the frame, air-cooled motor hung under the reach tubes, and with the usual fore carriage seat, it is fitted with a large canopy top with side curtains and celluloid front screen. The saddle of the driver is a cross between a bicycle saddle and a seat and is mounted on large C springs. This is one of the few machines in which the motor is fitted with the Simms-Bosch

high-tension current magneto ignition system.

The Jap tricar is really a three-wheel runabout, from which the motor bonnet is missing. The motor is of 4½-horsepower, air-cooled, and is placed vertically behind the front axle. The transmission is through a clutch and a propeller shaft to the rear wheel, where the final transmission is by a special set of worm and gear. The frame is of tubular construction, and is fitted with two comfortable seats placed side by side and with a dashboard back of the motor. The steering wheel pillar is more than usually inclined, extending directly over the dashboard to the front axle. Thus, did the machine have a bonnet over the motor, it would fairly well emulate the regular light car. A two-speed sliding-gear transmission is fitted if desired.

The Quadrant is driven by two separate engines, which are of the vertical air-cooled pattern, placed vertically back of the front axle and so arranged that they may be used together or one of them independently. The shaft being transversely of the car, a chain is used from it to drive a secondary shaft, on which is placed a two-speed transmission, which is of the clutch variety, there being two sprockets connected by a chain with the rear wheel, and either one of which may be used. The driver's seat is a comfortable box seat mounted on semi-elliptic springs on a triangular tubular structure. The entire upper half of the rear wheel is incased. The front seat is conventional and is removable to convert the machine into a single seat tricycle.

The Raleighette consists of a motor tricycle having a frame of bicycle construction, but which is dropped to allow a woman to occupy the driver's seat, which is a comfortably sprung saddle. The steering is by spring handlebars, and the passenger seat is the conventional fore-carriage seat. The motor is a vertical water-cooled engine placed ahead of the bottom bracket, its crank case being secured within the members of the tubular truss frame. The water circulation system includes a tank on the steering head and coils or ribbed tubing connecting the tank and motor. The transmission is by chain to a counter shaft and from the counter shaft to the rear wheel by two chains, either of which may be used to obtain different speeds.

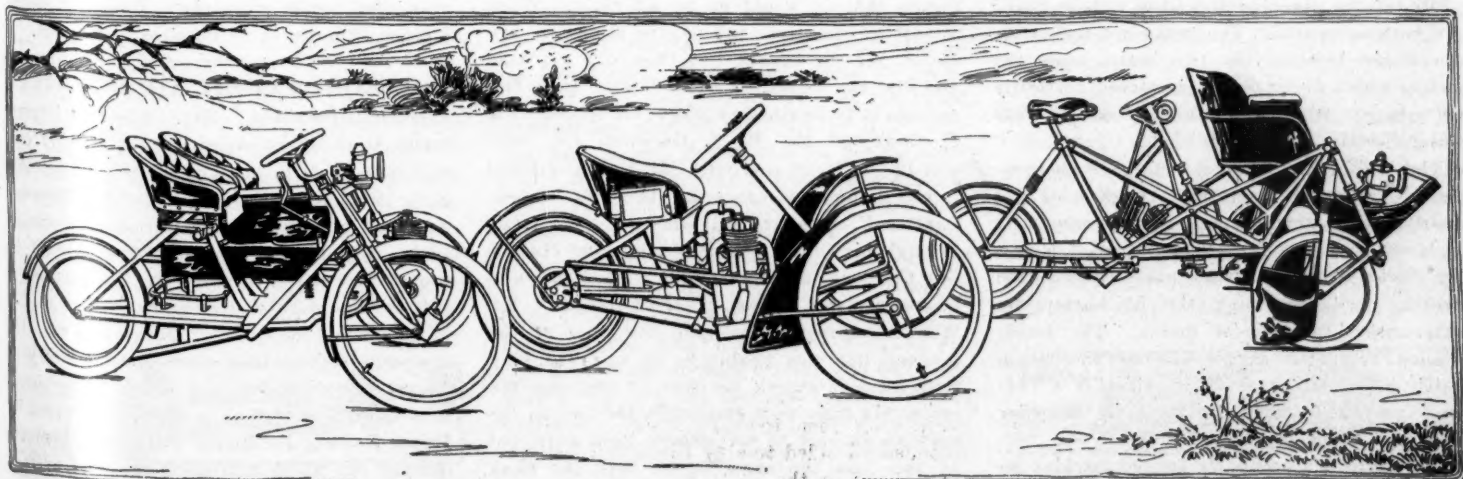
The Rover is a tricar of the bicycle frame order, but is fitted with a water-cooled motor placed well forward, directly back of the steering head. This drives a counter shaft by a chain, and there is a two-speed clutch gear transmission on the counter shaft with chain final drive. The gasoline tank is held motor-

bicycle fashion in the upper portion of the rear frame. A combined water tank and radiator is placed on the steering head. The steering is by wheel, the steering pillar occupying the position of a handle bar stem. The driver occupies a bicycle saddle, and most of the controlling levers are on the upper reach tube of the frame. The front seat is mounted on C springs.

The new Singer tricar looks at first glance as though it might be the product of some pioneer automobile builder, but a close study of it shows that despite the abundance of mechanical knick-knacks, and despite the fact that no attempt has been made to cover up any of the mechanism, it is of modern conception and probably an excellently running machine. Briefly it consists of a three-wheel running gear with a cracker box in front of the rear wheel to support the driver's seat; a conventional spring-supported passenger seat between the front wheels; and a rather complicated power plant set vertically between the two seats. The motor is of 6 horsepower and is water-cooled. It is placed with the crank case below the driver's foot board, and with the cylinder head above. The transmission is a Crypto gear, furnishing a clutch and two forward speeds, the final drive being by chain. The steering is by a tiller hinged on a pillar at the side of the car.

The Star tricar is an elaborate motor tricycle with a steering wheel on the handle bar stem, a bicycle saddle to which is fixed a spring back, with extensive foot boards, and with a well designed wicker front seat mounted on S springs. The motor is of 4 horsepower and is water-cooled. The water circulation system includes a combined tank and radiator placed just back of the front seat, with vertical radiating tubes at each side, where they will receive the draft that passes the front seat. The transmission is direct to the rear wheel through a chain, there being a planetary gear within the rear hub to furnish two speeds. Most of the controlling levers are on the upper reach tube of the frame.

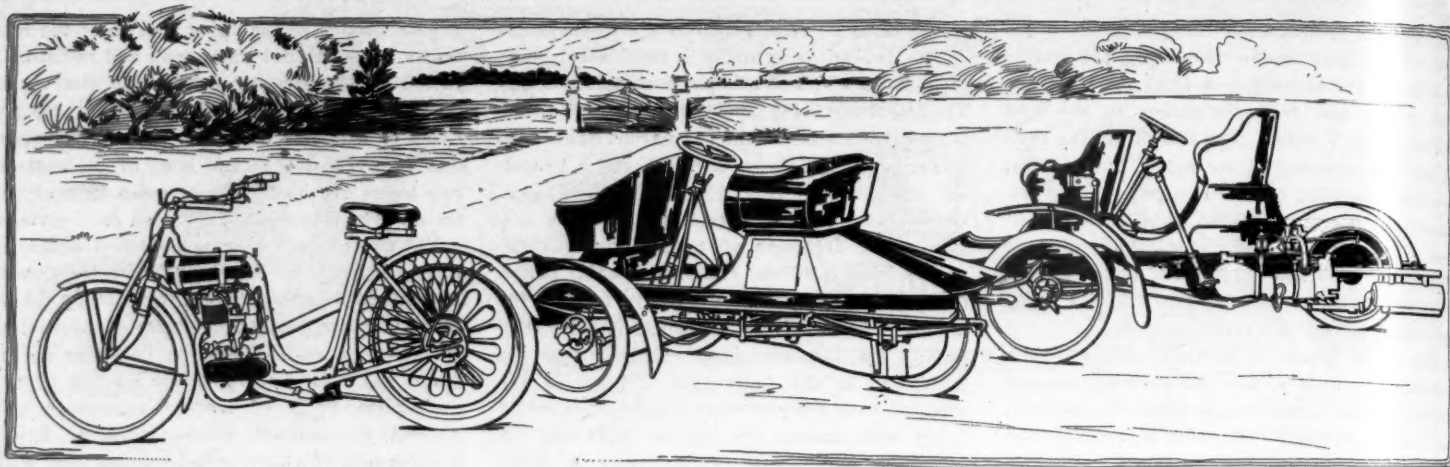
The Rexette is the possessor of a more extensive body than most of the tricars. It has a tubular frame which is similar to the frame of an automobile, being provided with spring hangers front and rear for the attachment of semi-elliptic springs. Upon this frame is mounted a tandem body, each seat being a comfortably upholstered affair placed on a frame work that is covered with body panels. The engine is 5 horsepower and is water-cooled. It is placed under the rear seat and its water circulation system includes combined radiator-tanks at each side of the seat. The engine



THE THOMAS TRICAR

THE BARNES TRICAR

THE SHARP TRICAR



THE ROC WOMAN'S MOTOR CYCLE

THE REXETTE

THE ARIELETTE

drives through a cone clutch to a two-speed transmission set which is of that variety in which the spur gears are always in mesh and are fitted with sliding clutches. The final drive is by a Renold roller chain.

The Ribble is one of the most powerful of all the tricars, one of the patterns being fitted with an 8-horsepower water-cooled engine which is placed directly back of the front seat. The frame work is tubular and supports two coach work seats, which are mounted on springs, as is the foot board, the frame itself being rigid. The rear seat body is double walled to provide room for the gasoline tank. The transmission is to a counter shaft through a friction clutch and a chain and from the counter shaft to the rear wheel by two chains, the use of either of which to secure a different speed is obtainable by ratched clutches operated by a side lever.

The Riley tricar is driven by a two-cylinder 6-horsepower engine which is of the kind in which the cylinders are obliquely disposed and which is placed under the driver's seat. The latter is mounted on a coach work body that is hinged to the frame at the rear, and mounted on springs at the front. The frame itself is rigidly attached at the rear, but is hung on semi-elliptic springs in front, these springs being swung underneath the axle in order to carry the frame as low as possible. The front seat is mounted on long S springs. The transmission is from the motor to a counter shaft on which is a two-speed clutch gear transmission, and from the transmission to the rear wheel by chain.

The Thomas Sociable is a light tricycle with tubular frame supporting two box seats placed side by side. The front wheels are mounted in regular bicycle steering wheel forks, and upon the steering head stem of one of them is placed a steering wheel. A floor extending the whole width of the machine furnishes a foot board for both occupants. The tanks are carried in the frame between the two seats, while the motor, which is air-cooled, is placed vertically between the front wheels and drives the rear wheel directly by a long flat belt.

The Wolf tricar is of conventional construction so far as its frame coach work seats and steering wheel arrangements are concerned. It is, however, unique in the possession of a flaring shield or motor bonnet placed around the steering post, enclosing the $5\frac{1}{2}$ -horsepower water-cooled two-cylinder motor. The transmission from the engine is first through a clutch to a counter shaft on which is a two-speed gear, and the final drive is by propeller shaft and bevel gears.

The Sharp is a peculiarly framed machine reminding one at first glance of the erstwhile

Pederson bicycle on account of its many triangles of tubing. It has a pneumatically cushioned frame structure above each wheel, and is driven by a two-cylinder Clement engine whose exterior fly wheel contains a planetary gear furnishing two forward speeds. The final drive is by a V-shaped belt. The driver sits on a bicycle saddle, while the passenger seat is of wicker work. The steering is by wheel and the tanks are under the front seat.

The Alldays & Onions tricar is a combination of the regular motor bicycle, with two front wheels supporting a C-spring-mounted conventional front seat. The motor is a large air-cooled engine placed directly ahead of the pedal-equipped crank hanger, being held vertically in a double loop of the lower reach tube. The gasoline tank is above the engine. The transmission is direct from the engine to the rear wheel by belt. That the rider of the rear seat may not have to keep his feet on the pedals at all times, a sloping foot board is placed ahead of the engine. Steering is by handlebar and the driver occupies a regular motor bicycle saddle.

INJURED IN HILL CLIMBING

Cleveland, O., Dec. 6—A serious accident occurred here on Sunday in which two gentlemen prominent in the trade were painfully though not badly injured. George M. Bacon, of this city, with a party of friends was trying out a new car. To demonstrate its hill climbing qualities he undertook to drive it up Rockefeller hill on Superior street on the high gear. This hill is noted as being the worst in the county and more than one machine has been stumped in attempting it. Mr. Bacon secured a long start and made a hard run at the hill. Near the top its speed became less and less but Bacon assured his guests that it would go up all right. When almost at the crest the engine stopped. Mr. Bacon set his brakes but they did not hold and the car began to back down. In a few seconds it had gained considerable speed. Otis R. Cook, of the B. F. Goodrich Co., who was in the front seat with Mr. Bacon, jumped to the ground and escaped with a few bruises. Charles E. Weaver, well known to the trade through his connection with the Kelley Handle Bar Co., was in the rear seat with Miss Julia Bacon, a sister of the owner of the car. Mr. Weaver attempted to open the door of the tonneau but was unable to do so. Thinking that when it struck the side of the road the car would come to a standstill, the two in the tonneau decided to stay where they were, but by the time the car swerved into the bank it was going at high speed and toppled over,

Miss Cook was thrown onto the road, being bruised severely, while Messrs. Cook and Weaver fell under the car. The former emerged with a sprained ankle and a broken shoulder, while Mr. Weaver was rendered unconscious. People who witnessed the accident pulled the car off the two men and righted it. Mr. Cook pluckily insisted upon driving the car home.

TWO RACES, THREE RIDERS

Newark, N. J., Dec. 5—There were but two motor cycle races run off at the Weequahic park track, Waverly, on Saturday, instead of the half-dozen originally scheduled. The cold weather and few spectators, and the still smaller number of contestants, were the reasons for the short program. The first event was a 10-mile race between William H. Cornwell on a $1\frac{3}{4}$ -horsepower Indian; Roy M. Geissler, on a 3-horsepower Tourist, and Allan Reid, driving a 4-horsepower Orient. Before a quarter of a mile had been run Reid was leading by several lengths, and at the end of the first mile had more than 100 yards the advantage. When the third mile was completed the Orient rider was leading by 200 yards, while the two others were together. Soon after the Indian passed the Tourist, but within another mile the situation between these two was reversed, while Reid was still increasing his lead. Geissler was going good, when suddenly something went wrong with his carbureter, and he was soon passed by the other two. Reid easily won the race, having covered the 10 miles in 15 minutes 52 seconds.

Geissler, Reid and Percy Johnson, the latter taking the place of Cornwell, started in the second race, also for 10 miles. Reid went to the front and never lost the lead. Johnson went well during several miles, when a cap on the intake valve of his machine broke and compelled him to withdraw. Reid won, covering the 10 miles in 16 minutes 30 seconds.

HERKOMER COMPETITION SLATED

Munich, Germany, Nov. 24—The international Herkomer competition for touring cars will take place in and around this city in August, 1905, under the auspices of the Bavarian Automobile Club and the German Automobile Club. The \$2,500 Herkomer trophy must be won twice within 3 years by the same competitor in order to become his property. As in the case of the Gordon Bennett cup race, the competition is to take place in the country of the winner of a previous year's competition. A silver trophy valued at \$250 and offered by Prince Ludwig Ferdinand will be awarded the touring car which will make the best average time in the hill-climb and speed trials. There

will also be a special prize of \$250 given by the German Automobile Club to the car having the most practical and handsome body.

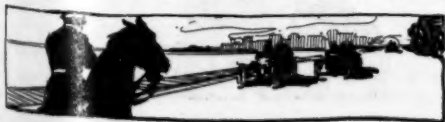
All the cars entered will be exhibited 1 day in Munich, when they will be judged as to their comfort, practicality and finish by a special committee. The next day all the cars will have to take part in the climbing competition over a distance of $4\frac{1}{2}$ miles on the Kesselberg. During the third day speed trials over a distance of about $3\frac{3}{4}$ miles will be held in the Forstenrieder park. On the fourth, fifth and sixth days the touring trials will be held. The Bleichroeder hill-climbing and speed trials for racing vehicles will be held on the Kesselberg hill and in the Forstenrieder park immediately after the speed trials and hill-climbing contests for the touring cars have been concluded. The first prize for the racing cars is \$2,000 in cash and the second prize \$500.

BIG MOTOR CYCLE PLANS

Vienna, Austria, Nov. 19—At a recent meeting of the motor cycle section of the Automobile Club of Austria the projects for next season's racing events and other competitions were discussed. It was decided to hold an elimination race in order to select the three Austrian representatives for the motor cycle cup race which will be run in France. It appears that the government will grant permission for the running of such a race, although several high officials were reported to have used their influence against the granting of the permission. The change of opinion came about after the results of the race which was held in France last September, when an Austrian machine won second place and another finished fifth. Austrian motor cycle manufacturers were proud at the fine showing made by their countrymen against the French, German and English competitors and are now working hard for next year's models. From present indications there will be half a dozen concerns which will seek the honors.

One of the members of the motor cycle section of the Automobile Club of Austria, M. Gurschner, has offered a prize to be awarded to the motor cycle making the least noise. He made an interesting discourse concerning motor cycle accidents, and said he had noticed that most of the accidents in which horses were concerned happened on account of the noise made by the motor cycle which frightened the horse. In some cases, when the noise was very loud, it could be noticed that the horse would begin to jump long before the machine was near it, while in the instance of machines making but little noise the horse would not become frightened until the machine was almost beside it. The observer said he had noticed the same condition with automobiles and that those which run almost noiselessly seldom scare horses.

An effort will be made to have a large representation in this contest, as it is believed makers will appreciate the necessity of building practically noiseless machines in the endeavor to still the opposition of the owners of horse-drawn vehicles. The latter have been, of late, exceedingly antagonistic toward both motor cyclists and automobilists, and the question has reached serious proportions.



KULICK VERY OPTIMISTIC

Detroit's Crack Driver Afraid of No One and Will Go for Records at Ormond, Florida

Chicago, Ill., Dec. 3—"I am confident that I can lower the mile record to 52 seconds with my little 20-horsepower Ford racer on the Empire City track, when the track is put in first class shape," said Frank Kulick to a MOTOR AGE man last night. "When I broke the records up to 5 miles on the eastern track October 29 the track was not by any means in perfect condition and I could not get all the speed on account of its roughness, yet I consider the Empire track the best of those upon which I have driven."

Kulick came to Chicago in the interest of the Ford Motor Co., of Detroit, Mich., and returned to the factory this morning. "From what I hear that Ormond meet is going to be a great one, and I will endeavor to get my share of honors. The new six-cylinder Ford racer which is being built especially for that meeting and particularly for the mile record trials will probably create just as much of a sensation as did my little 20-horsepower car. I would not be a bit surprised if it turned out to be the fastest automobile ever built. I have no idea in what time I will be able to do a mile on a straight stretch, having never driven my racing car in a straightaway trial or race. I suppose the time will be considerably below the best track record for a mile, and I will try my best to make the fastest time among all those who are going after the record."

"I am not afraid of any driver, American or foreign, and will be glad to meet any one; nor am I nervous or excited when I race or go after a record. I drive carefully and always try to use the best judgment. I do not believe in being reckless and taking chances. I am not a veteran driver, having started for the first time in any race in Buffalo, this summer. I am 21 years old, born in Detroit, Mich., and was an amateur bicycle rider before becoming interested in the automobile industry, 5 years ago. Then I started to work in a repair shop, doing repairing, assembling and building. After some time I went with the Olds Motor Works, then with the Northern Mfg. Co., and finally with the Ford Motor Co., all of Detroit, Mich."

"I like the automobile sport. I won almost all the races in which I took part. The hardest to win was the 5-mile handicap, which was run in Poughkeepsie, N. Y., last September. With the Ford I was on scratch; a Pope-Toledo had 55 seconds handicap; a Mercedes 2 minutes 20 seconds and an Autocar 2 minutes 50 seconds. I overtook the Pope-Toledo only in the homestretch, winning by about 30 yards. Another close race was the final in the 5-mile international race at Empire City track election day. I beat Bernin and his big 60-horsepower Renault by only a length after I had gained about $\frac{1}{4}$ mile within a few miles. One of the cylinders of my car gave out 2 miles before the end of the race and I still wonder that I won at all. Without the accident I think I would have won by more than $\frac{1}{4}$ mile. In connection with this race I want to say that both of the foreign drivers, but especially Bernin, did not act like sportsmen and like gentlemen. When we started they were laughing and I was told by some friends that they

thought they would have it easy to run away from me. They were very confident of this. When it was all over, both looked mad and Bernin, possibly without intention, almost ran his big car into my skeleton. I had a narrow escape from colliding with him, and was almost compelled to run into the fence. In the quarters the Frenchman acted like mad, throwing stools and chairs aside and making all kinds of remarks which I did not understand, but the meaning of which I could guess.

"Speaking of foreign cars and drivers, I really find it laughable to notice the excuses they offer when they are defeated. If their racing cars are not built for track racing why do they enter them for such events? If they think they can beat us on the track why don't they do it? My little racer was completed in less than 2 weeks and I will have a new one, besides the six-cylinder car, next year. In connection with my travels, it may surprise you to know that I always go alone, without mechanic or aids. I take care of my car personally, putting it in shape or making changes."

LAWS PROVOKE COMMENT.

Philadelphia, Pa., Dec. 5—The amendments to the automobile laws of the state of New Jersey which Assemblyman Scovel, of Camden county, proposes to introduce at the next session of the legislature are causing no little comment, generally unfavorable, among the many automobilists of this city and state who use the Jersey roads. Many of the Jersey roads, especially those whose termini are points on the coast, run through barrens, and the proposed reduction of the speed limit through such country—now 20 miles an hour—is denounced as ridiculous. Twenty miles an hour, it is argued, is not excessive, when the dirigibility of the automobile is taken into consideration, even along sections of road where the towns are not so far apart as they are in South Jersey.

The amendment which proposes to compel all foreign automobilists to discard the tags issued by other states and exhibit only the New Jersey number while traversing the state is, the critics contend, not only puerile, but unconstitutional—not that the carrying of but one tag would not contribute to the dispensing of even-handed justice, but that the compelling of an automobilist to do so comes under the head of class legislation, and is therefore illegal. Several members high in the councils of the Automobile Club of Philadelphia are of the opinion that a much simpler solution of this matter would be the institution, through the medium of an act of congress, of a federal system of numbering, each state to have some distinctive mark or letter. This method would do away with the multiplicity of tags nuisance and greatly simplify the locating of the law-breaking automobilist. The year could be indicated by the color of the tag, thus leaving more room for the number to be displayed on it. If, for instance, a machine bearing tag "P-2345" should fracture a speed ordinance, a glance at the records, which could be kept up to date with a little clerical work, would indicate at once that the offending car and owner were from Pennsylvania. Then it will be up to the proper federal officials to push the case after complaint had been made.



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In the carriage trade nearly every dealer is the representative of some one manufacturing concern. Consequently, in a large city, all of the prominent carriage manufacturers are represented by branch stores or by agents each of whom handles one line exclusively.

This condition exists also to a great extent in the automobile trade, but without so much reason, because the situations are not similar, at least at present.

Nearly every carriage manufacturer builds an extensive line of vehicles, and consequently the dealer representing some one carriage maker has in his store vehicles of all patterns. Automobile manufacturers have somewhat specialized their product. One maker builds a rig of a certain class, and another maker builds a rig of another class. The exclusive agent consequently must handle a limited line.

On the other hand, if the dealer of automobiles wishes to have in his store rigs of patterns to suit all requirements, he must be the agent of many different manufacturers. There are not just now many manufacturers who build more than a few patterns of cars, and there are not many dealers who sell more than a few makes of cars. It is then true that almost every automobile dealer in the country conducts a limited business.

The condition has not been unprofitable, owing to the natural peculiarities of the automobile industry as a new trade. But it is evident that the increasing use of the motor car as a practical successor to the horse-drawn vehicle each year brings the manufacturing and retail selling branches of the business nearer, to some extent at least, to the conservative generality of the long established carriage trade.

Sooner or later the retail trade, especially in large cities, if maintained upon the individually limited basis, will find itself overdone.

There are even indications in some selling centers that during next season there will be too many agents to permit all of them to make a good profit. In any large city in which from forty to fifty different makes of automobiles are represented, there will be almost as many agents, and each of these agents will have one or two styles of cars to suit one or two classes of buyers.

The operating expenses of each store will be nearly as much as though five times as many patterns of cars were handled; while it is obvious that were the whole bulk of the business put into the hands of, say, one-tenth as many dealers, the amount of necessary invested capital would be also greatly reduced. Consequently there would be more profit on the total of the season's business.

There is good sound sense in the optimism which prophesies the succession of the carriage trade by the automobile trade. Peculiar conditions, which exist temporarily and which render it possible to sell specialized product by specialized methods at a profit, will not exist when the automobile trade has become the universal vehicle trade.

It is wisdom on the part of the trade to establish methods that will make it easy to assume the great responsibility of manufacturing and selling the vehicles of the world.

One of the surest ways of gradually assuming such a fitness for future importance is to place the business as it now exists upon a basis that may be permanently maintained, regardless of the extent to which it grows.

The growth of the industry means the es-

tablishment of stores in which vehicles are sold upon the basis that they are now sold in carriage repositories. If this cannot be accomplished now by the manufacture of a large line of patterns in one factory, it can to a certain degree be accomplished by the arrangement of agents in such a way that cars of different patterns and of different makes will be grouped in fewer stores.

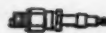


It is not desirable that the growth of the retail business should be hindered, or that it should be deplored that there are a great and constantly growing number of automobile dealers in any trade center. This growth of the retail trade should, however, be consistent with the growth of the manufacturing trade, and it is only protecting the gradual, positive growth of the whole trade to prevent the increase in the number of agents from becoming greater than the bulk of business warrants.

Retail business at a loss or on a no-profit basis, is one of the worst phases of trade. There must be profit to insure steady growth, and this profit must be upon the whole business of the industry, and not merely upon a certain portion of it.

There is much need for the consideration of this subject and for action upon it by such organizations as the Association of Licensed Automobile Manufacturers, and the National Association of Automobile Manufac-

turers, which are directly interested in the welfare of the manufacturers, and hence almost as directly interested in the welfare of the retail trade.



The national commission representing the government in matters relating to the Louisiana Purchase exposition, which closed at St. Louis December 1, has refused to sign the awards to exhibitors. Thus, these awards, whether bronze, silver, or gold medals or grand prizes, have only the signature of the exposition company, and are, to all intent and purpose, merely documents issued by a private corporation.

This condition exists because it has been charged that graft existed largely in the making of awards. In other words, it is asserted that many of the awards represented a purchase price instead of pure merit.

Upon the public making of this charge, the national commission refused its endorsement of the awards until the charges have been proven untrue. Thus, in the light of the situation as it now exists, Louisiana Purchase exposition awards are somewhat farcical.

It is not claimed broadly that all awards were issued on a basis of graft, and it is a part of the definite charge made that the grafting methods were more prominent in connection with the awards in the agricultural building than anywhere else; but the very fact that the awarding of certificates of merit has been prostituted in some instances, destroys the value, temporarily at least, of all of the awards made by the exposition company.

For instance, the awards in the auto-

mobile section of the transportation building are put under the same shadow of slander, regardless of how fair their making might have been.

The situation is one of those in which the value of a much sought endorsement is ruined alike for the guilty and the innocent. Once a slander is circulated, and the public is prone to exaggerate its extent. Hence, even should the purchase of awards apply only to the agricultural building, the very announcement of the claim that there has been unfair work in connection with any awards at the exposition injures, if it does not destroy, the value of all awards, those in the automobile section included.

It is to be greatly hoped that the national commission will find that the charges made are untrue, and that it will conscientiously be able to attach its endorsement to the awards of the exposition company.

If our universal exposition awards cannot be honest of what use are they?



Jump Sparks

It would take a good odometer to keep track of the new automobile concerns going into the game.

That there is an extensive demand for a low price car is well shown by the numerous thefts of automobiles.

L. A. C. G. B. I.—No, it is not the name of a new racing motor boat; it means the Ladies' Automobile Club of Great Britain and Ireland.

The Chicago Automobile Club special luncheon this week is an Igorrote dinner. The Chicago club must be composed principally of "hot dogs."

Jap, Bat, and Alldays & Onions are names of three popular English light cars. How can one expect British machines to obtain a world-wide fame?

Why can't America have a Madame du Gast or a Dorothy Levitt? Think what swell stories she would create for Sunday newspapers. Anyway, we have our Mrs. Chadwick.

The Mud Larks and the survivors of the St. Louis tour might get together at New York, show week and tell one another their troubles and incidentally a few other harrowing and impossible tales.

It is a possibility that should the A. L. A. M. attempt by legal action to drive all unlicensed makers of gasoline cars from the field there would immediately be a great boom in steam vehicle building.

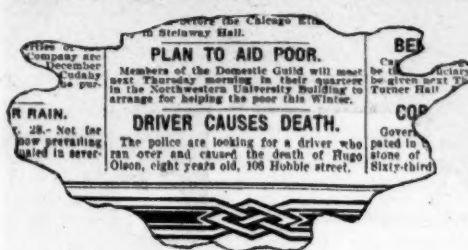
Some members of the Automobile Club of America in discussing the new club house proposition object to having the club rooms above the garage. Do the New Yorkers expect to raise rough house in the garage?

When the English and the Germans and the French get together to talk over the next Gordon Bennett race, what a gibberish there will be! Three to two on the Frenchmen if speed-of talk—is taken into consideration.

This is the way MOTOR AGE received it from its Paris correspondent, anyway: "Archduke Franz Ferdinand of Austria, here to the throne, has recently joined the Automobile Club of Austria. Six ducks of the royal family are now members of the club."

This is the season when the radiating flange gives the water jacket the merry ha-ha; while the water jacket answers: "Wait till Fourth of July." All of which shows how an experienced class paper writer can stay consistently on the fence.

Although President Roosevelt's secretary of agriculture told him a good deal about good and bad roads in this country, and although the president's daughter is an ardent automobilist, according to trustworthy reports, it would take a Yerkes telescope to find anything in his message to congress about the subject. So long as he has a few more years to serve, however, perhaps somebody can get him into an automobile and bump him over a few miles of "Usenia's" great road system just to show him what's what.



This is the way a Chicago daily paper recently told that a horse-drawn conveyance had run over and killed a boy. Compare it with the display given an automobile accident.

A Chicago man figured it out like this the other day: "I can buy a certain foreign car for \$9,000, or I can for the same amount of money buy a Packard, a Winton and a Pope-Toledo. Which way can I have the most fun?"

Milwaukee's motorists announce that they propose to take a fall out of the farmer or any other ignorant individual who places nails, tacks or glass on the highways, or who shoots bullets into tires. They will have to do more than talk and back down, as they did about carrying tags, however.



English and French makers enter cars in the reliability trial in India.

Story that next James Gordon Bennett race would be run on German soil because French government would not permit same on French territory emphatically denied by Automobile Club of France.

Barney Oldfield to go after mile record on Pacific coast beach; Kulick also after records and talks of his success.

Big cotton crop has made the south prosperous and people are buying automobiles.

Automobile bus line inaugurated in New York state with flexible trolley to carry power to motor.

Stanley show in London held; many improvements shown in tricar.

Milwaukee motorists will prosecute tack and glass throwers.

Several new corporations launched on sea of automobilism.

Herkomer competition announced to take place next August at Munich.

Foreign makers already preparing for the next James Gordon Bennett race.

Applicants for chauffeurs' licenses in Washington, D. C., must be provided with certificates of good character.

Fire in New York garage causes heavy loss on machines stored there.

Foreign cars begin to arrive for importers' show in New York.

Secretary of agriculture reports to president on good roads work and necessary legislation.

New Jersey legislators propose change in automobile laws and provoke comment.

Work of automobile in army service reported by General Greely.

Scotch experiments with oiling roads prove successful.

Surfelt of prizes for the Florida race meet reported; Morgan and Miles to go south to look over racing ground.



Muttering and Sputtering must have lost its carburetor. It hasn't sputtered a sputter for at least 6 weeks.

Many automobilists tickle their carburetors but there are not so many carbureters that tickle their automobilists.

The difference between newspaper men and journalists is that the newspaper men publish the stuff a week ahead of the journalists.

The Chicago Automobile Club will not have prize-fights as a part of its winter entertainment. The chauffeurs of club members are disappointed.

The hit of the Stanley show in London was the tricar. There are a lot of cars in all countries that never get much further than being tried.

How is the Importers' Salon getting on with its little plan to knock the Madison Square garden affair into a cocked hat by taking in the exhibits of parts makers?

Honesty is the best policy. When one sends an obviously exaggerated story to an automobile paper it is not printed at all. There is better publicity in the consistent truth.

Last year the Mercedes was the center of attraction at the Paris automobile show. It is said that it is barely possible that the biggest crowd will be around the Panhard this year.

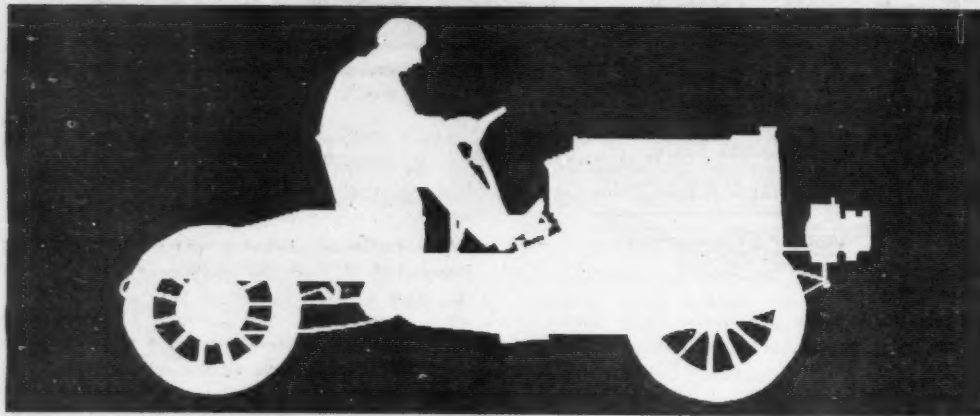
Especially built club houses being all the rage, it is possible that after the Automobile Club of Kalamazoo and the Skid Corner Motor Cycle Club have joined the list, the Automobile Club of America will get in line.

One manufacturer says that he sold forty-seven 1905 cars as the result of the showing made at the recent Waverly race meet and the Eagle Rock Hill climb. Automobile racing seems to be of some benefit after all.

Success having been attained in the manufacture of automobiles, motor boats and dirigible balloons, isn't it about time for some imaginative individual to bring out an affair combining the qualities of all three? Then, ho, for the north pole!

The national commission has refused to put its signature to the awards at the Louisiana Purchase exposition until the exposition company has disproven the charges that the awards were made on a basis of graft. Hope this reflection upon the honor of the exposition does not include the transportation building and thereby the automobile awards. Incidentally, there must be a lot of comfort in a gold medal or grand prize purchased at a stiff price. The manufacturer could take it home and, dangling it in front of his offspring, say: "See, kids, what a pretty plaything I was given for building such nice automobiles." But then the automobile tradesmen would not be guilty of obtaining medals by purchase, even though they were offered cheap. As a class transportation building exhibitors are more honest than agricultural building exhibitors. Human nature varies according to the pursuit one follows.

CUP RACE PREPARATIONS



RACE IN FRANCE

There has seldom been so much amusement in French automobile circles as there was a few weeks ago, when some of the daily papers reproduced a telegram which originally appeared in one of the leading German papers and which contained the startling news that next year's James Gordon Bennett race would be run in Germany, because the French government does not favor the idea of holding the race in France. The same dispatch said the event would be run during 3 days in May, and that Emperor William had decided to give \$10,000 towards defraying the expenses. All that the Frenchmen have to say is that the cup race will be run in Germany just as soon as the event is won by the Germans.

President Van Zuylen, of the Automobile Club of France, and others think the cup race should be fashionable and an industrial event at the same time, at which the wealthy people, who are the principal customers of the industry, should have an important part. Rene de Knyff, president of the committee on sports of the Automobile Club of France, and other drivers think it should be a race without neutralizations in a section of the country where there are few inhabitants, thus creating little danger of accidents to the public. It matters little how many are the spectators, says the former Panhard driver, so long as the men can drive without having to figure on avoiding a crowd standing near the road. M. Braiser, of the Richard-Brasier concern, thinks the principal endeavor in selecting the circuit should be in finding one with up and down grades, sharp turns and long level roads, so that all the qualities of a car could be demonstrated. If such a circuit could be found in the country, far from towns, it ought to be selected rather than an easier circuit for the sake of enabling spectators to find accommodations. Turcat, of the Turcat-Mery concern, also thinks the cup race should be on a difficult circuit, without neutralizations, and not near a populated center. Clement, the maker of the Clement-Bayard cars, is of the opposite opinion. He says the race should be run where the greatest possible crowd can see it, inasmuch as many of the spectators would likely become owners after seeing such a grand race. Henry Fournier sides with de Knyff and claims that the fashionable side of the event may yet lead to it becoming spectacular for the pleasure of the onlookers, and lose its real object—a road race.

Tampier, the official timekeeper of the Automobile Club of France, says a great road race like the James Gordon Bennett race should be run without neutralizations, and that every minute lost by a competitor for whatever rea-

son it may be should be taken into consideration in the net running time.

At a meeting of the committee on sports of the Automobile Club of France, held November 24, the Vichy circuit, which had been investigated by Rene de Knyff, and the Morvan circuit, which Quinones de Leon inspected, were the principal subjects of discussion. Nothing definite was decided about these circuits, and the committee decided to go over the circuit of Clermont-Ferrand, which has been suggested by Michelin, the tire manufacturer.

OPEL'S OPINIONS

Only little interest seems to be taken by Germans in the Paris automobile conference. It is generally thought the distance of the course will be raised, and that some restrictions will be voted concerning the carrying of extra tires and about making repairs during the race. Some manufacturers and automobilists have been asked what they thought of the proposed changes in the rules of the race. The Opel concern, maker of the German Darracq cars, is not in favor of increasing the distance of the race, because it thinks it would not tend to prove anything more than is now known about the cars, but would rather show how long a driver can stand the strain of such a race. The event ought to be run within 8 or 10 hours, which is asking enough from the public. As to having a 2-days' race, the Opel concern does not think it would be liked, and, furthermore, it would be a great strain on the drivers. The event should not be made a team race, as it would not be considered of sufficient interest by the public, which will always look to the driver finishing first in the fastest time as being the winner. The suggestion that repairs should only be made by the driver and his mechanic and that only a limited number of tires and tubes be allowed with each car does not meet the approval of the German Darracq people. They think an eliminating trial should be run in each country which wants to send a team, and that those who qualify should promise formally to send cars and drivers to the cup race and do everything possible to win.

BRITISHERS WANT CHANGES

The outcome of the international congress is awaited anxiously by British makers and automobilists. The recommendations of the races, technical and industrial committees of the Automobile Club of Great Britain and Ireland, which will be discussed at the congress, may have a decisive effect upon the construction of the future cars for the Gordon Bennett race and probably on all other road races of importance. The English club will ask that after 1905 the weight limit of the cars be reduced to 800 kilos—about 1,764 pounds—in-

stead of 1,000 kilos—2,204 pounds—as at present. Inasmuch as most of the big racing cars now weigh more than 800 kilos, it would mean a radical change in the construction of the road monsters.

It will also be suggested that the course of the race be extended to 1,000 kilometers—622 miles—instead of 500 kilometers, the present average distance of the course, and that the cup should be contested on two consecutive days, 500 kilometers to be covered each day. The first part of the proposition meets with much approval, not only in Great Britain but in many interested continental countries. The second part of the suggestion is, however, little liked. Well known drivers prefer to drive the entire distance in one stretch, instead of part one day and the rest the next day. It is also claimed by many that the object of running the cup race over a longer distance would not be reached and that the car or cars which complete the entire distance without interruption would have demonstrated more than should the same cars complete successfully the 2 days' runs.

Another proposition of the club which meets with the approval of many motorists is that the competitors should only be allowed to carry a certain number of extra tires and inner tubes. Some suggest that it be made a regulation that the driver and his mechanic should be the only persons allowed to fix tire troubles. Finally the Britishers will strongly urge the congress that the race be not turned into a team race, as it would probably result in lessening the efforts of individual drivers to win in favor of the team winning.

S. F. Edge says that at present four British manufacturers are building cars for the English eliminating trials, which would probably again be held on the Isle of Man. Four Napier cars, three Wolseley, two Stars and one Siddeley will take part in these trials. Edge thinks it will be necessary to reach an average of 65 miles an hour in order to win the cup next year. All through Great Britain interest in next year's race is increasing and the public seems confident that British cars will make a good showing and that they have a fair chance to win.

WHAT WILL GERMANY DO?

The plans of the German manufacturers regarding the 1905 race are a matter of doubt. As usual, everybody tries to keep to himself what he knows, as last year about this time. There are rumors about manufacturers building special cars and others having decided not to enter for the trial race. The only thing is that the Daimler Motoren Gesellschaft will have few competitors, possibly two other concerns completing cars. Neither has before built racing cars and therefore it would be a great surprise to see them compete for the first time in such an important event. Other manufacturers, although having the means to build racers, seem to be too much under the impression that the Mercedes cars cannot be equaled as to speed, and therefore prefer not to take chances. Among automobilists who gather at the German Automobile Club, and among many dealers, it is a well known fact that all of the highest officers of the German club prefer that only cars of the factory which put out the winning car last year be selected to represent Germany. These motorists argue that because the cars of this concern are the only German automobiles which ever made a successful showing against the most prominent foreign cars, they should always be selected until such time as another

make has defeated them in other race events.

Should the German Automobile Club decide that only Mercedes cars should form the German team, or that at least two of these cars should be on the team, it is obvious that no elimination race would take place. At the Daimler factory the utmost secrecy is maintained as to the 1905 cup racers. Many rumors are afloat, some saying that one of the cars is completed and is being tested. Nobody connected with the concern will tell anything about it. One thing is sure, however, and that is that the first car will be that of Baron de Caters and that he intends to try it out near Ostend.

SAYS RACING PAYS

As in previous years, there has again been much discussion as to the advisability of manufacturers spending small fortunes in building racing cars and preparing for such big events as the cup race and the circuit des Ardennes. M. Brasier, through General Manager Cuenod, of the Richard-Brasier concern, has given some interesting information as to what he thinks of the matter. After one of the cars of this concern won the French elimination race, orders

began to pour in, but after the same machine had won the cup in Germany the way orders came in was beyond expectations. It was impossible to fill all orders, inasmuch as the entire output for the year had been sold. The agents of the firm who still had cars on hand made good profits, as the cars sold at a premium. At the same time the stockholders of the concern were rewarded handsomely because the value of the bonds tripled within a few months. "As to the concern itself," added Cuenod, "it will be during the coming year that it will derive the benefit of the 1904 victories, because it has made it possible to increase the price of our cars without, however, making these prices higher than those of well known competitors. For several weeks we have had no more chassis left over for next year, and if our retail salesroom had not placed orders with the factory, as other agents did, we would have been compelled to close our books before the start of the season. If we could have built 200 or 300 more cars for next year we would have found no difficulty in selling them; in fact, England alone asked that many.

"Although we have enlarged our plant, which

had been decided long before the elimination race, we do not want to enlarge our factory too much for several reasons. In the first place, it becomes difficult to give the work attention, and in the second place we must not only look out for the present, but we must think that the extraordinary prosperity of our extraordinary industry may some day feel the counter effect of the overproduction with which it is threatened. We have thus resisted temptations and requests, and believe we have acted wisely in limiting our production. Thus, as it can be seen, it is well worth while to win the James Gordon Bennett cup race, and we will do everything possible to keep the cup in France and our house the winner."

ONE ENTRY ASSURED

New York, N. Y., Dec. 5.—Secretary Butler told a MOTOR AGE man to-day that the only entry so far assured for the American team in the Bennett cup race was that of the 80-horsepower Locomobile to be designed by A. L. Riker for Dr. H. E. Thomas, of Chicago, which needs but the formalities to complete its candidacy. The entries will close Thursday, December 15.

AFFAIRS OF THE AUTOMOBILE CLUBMEN

Maps Were Burned—The plates of the A. C. A. road maps have been destroyed by a fire at the publisher's, in Boston. The secretary calls for corrections of the original drawings which he now has on hand.

Speakers Secured—Among the speakers already secured for the annual banquet of the Automobile Club of America at the Waldorf-Astoria, January 23, the last night of the show, are Senator Mitchell, of Portland, Ore.; former Mayor Warwick, of Philadelphia, and Winthrop E. Searritt, William C. Eno, Thomas Murphy and W. H. Pope.

Wants a Good Deal—There was a meeting of delegates from the different automobile clubs of Belgium, in Brussels recently. It was voted by the assembly to ask the Belgian government to have all the state roads put in good ridable condition, and to vote a subsidy for the repairing of the roads. Another vote was emitted that municipal councils adopt the same regulations throughout the kingdom. The congress will ask the municipalities to tax motor cars \$6 and motorcycles \$2.

Wants to Share Quarters—At a recent meeting of the New Jersey Automobile and Motor Club, of Newark, N. J., the members favored the idea of making arrangements with the Road Horse Association of New Jersey to occupy part of its club house, which is now being erected, and make it the headquarters of the New Jersey Automobile and Motor Club. The board of directors will decide within a short time if the club shall join the American Automobile Association.

Lecture to L. A. C. G. B. I.—The Ladies' Automobile Club of Great Britain and Ireland has arranged with R. Sedgwick Currie, consulting engineer of the club, for a series of six lessons on the "Internal Combustion Engine as Applied to Self-Propelled Vehicles." The lessons will be as follows: Principle of the internal combustion engine, different types of engines and general outline of all working parts; full description of all working parts and their uses; working of the engine and gears and carbureters; gears, brakes, transmissions and differentials;



clutches, water circulation, mufflers and pumps; ignition.

Look at This—The German Motor Cyclists' Association had nearly 6,000 members during the first week of last November.

Found No Site—The board of directors of the Chicago Automobile Club met last Saturday. The clubhouse committee reported that it had not yet decided upon a site for a new clubhouse. It is also reported that the lease on the present building expires May 1, 1905 and that it will not be possible to renew the lease for another term.

Miles Has Opposition—That there is to be no cut and dried unanimity in any of the important proceedings of the New York Motor Club is evidenced already by the prompt appearance of an opposition ticket for the first annual election, which takes place at the club rooms at Bretton hall this week. The opposition is, however, a friendly one and brought forth in the interests of what is deemed healthy contention. The order of the head of the ticket which puts up S. A. Miles for president and C. H. Hyde for first vice-president is reversed on the argument that an owner and not one allied with the trade should be at the helm. Joseph Cowan is named in opposition to Louis R. Smith as secretary, and J. D. Price and B. M. Shanley, Jr., as directors in place of Angus Sinclair and Joseph Cowan. Mr. Cowan, however, has declined to run against Mr. Smith, and it is said that J. D. Price, W. J. P. Moore and Colonel Pardee will decline to allow the opposition to use their names. A merry little scrap is on, which is resulting in a hustling by both sides for new members to add to the sixty-one now on the roll of the hustling new organization. The completion of the decoration and furnishing of the club rooms will occur in time for their use for the annual meeting. An automobile biograph picture exhibition will be the entertainment offered.

Good Membership—The Automobile Club of Great Britain and Ireland has now 2,650 members. Adding the number of members of affiliated clubs the total membership of the English club amounts to 6,031 members.

Has Royal Members—Archduke Franz Ferdinand of Austria, heir to the throne, recently joined the Automobile Club of Austria. Six dukes of the royal family are now members of the club.

Magistrate Will Talk—Magistrate Leroy B. Crane, of New York city, will address the Automobile Club of America Tuesday evening, December 13. He has chosen for his address the subject, "The Automobile and the Magistrate."

'Possum and Dog—There were nearly two score guests at the first "'possum luncheon" served at the Chicago Automobile Club last week. This week an Igorrote dinner will be served. Frankfurters will be dished up instead of plain dog.

Makes Suggestions—At a meeting of the directors of the Automobile Club of Belgium it was decided to suggest at the Paris congress that an international committee on sports be organized; that a universal signal system be adopted to be used by tourists and one to be used in races.

Hotchkiss' Successor—At the annual meeting of the Automobile Club of Buffalo December 19 Augustus H. Knoll, the present vice-president of the club, will be elected president to succeed William H. Hotchkiss. The latter has been the executive of the organization since its foundation and has been active in promoting the interests of motorists in Buffalo and in the state, but he refused to run again for the presidency of the club. The single ticket nominated for the club is: President, A. H. Knoll; vice-president, H. A. Mel-drum; secretary, Dai H. Lewis; treasurer, Charles Clifton; members of the board of governors to serve with the officers, E. H. Butler, E. R. Thomas and W. H. Baker. Mr. Knoll is a director also of the New York State Automobile Association.

BEERVILLE WILL FIGHT

Tag Ordinance Laid Aside, but the Tack and Glass Throwers Will Breed Trouble

Milwaukee, Wis., Dec. 5—Lo, we have awakened! Our drowsiness has departed! We stretch ourselves and look into the dawn of a new era—an era of combativeness.

What do you thing of that? Milwaukee is going to fight. She has thrown off her torpor and is about to don the mitts and get into the ring. She is going to make things hum. She is going to stand on the dead carcasses of fallen foes just as soon as the said foes can be located in sufficiently tangible form to be combatted.

We are not going to fight the tag ordinance. Mercy, no. We gave up that idea a long time ago. What we are going after is the foe of progress, the lunk-headed farmer of that type which embodies the insane idea that anything on four wheels that isn't drawn by a horse, a jackass or a yoke of oxen is the incarnation of evil. We are going after the barbwire fiend, the shotgun fiend and the tack fiend.

What are we going to do with him? That remains to be seen. Present intentions are to make him plank down just as many simoleons for each such offense as may be made and provided by law. We propose to lay into them and give them such an eternal lambasting that there won't be a 10-inch piece of barbed wire to be found in Milwaukee county and vicinity after the smoke of battle has entirely cleared away.

And they've got it coming good and plenty. That seems to be the consensus of opinion among the automobilists of Milwaukee, who now propose to prosecute any person detected in a malicious attempt to injure a machine. Too long have these motorists been inclined to bear and forebear. They have pushed machines over weary stretches of country road many and many a time because of deflated tires. They have met the jests of their fellows with sickly grins, laboring under the belief that it was all a part of the game. Some feared that the display of righteous indignation might be considered a lack of true sportsmanship. Finally they have come to their senses. The Milwaukee Automobile Club has openly declared war on all malicious farmers.

The president of the Milwaukee Automobile Club is a priest—the Rev. J. F. Szukalski—but evidently he has good fighting blood coursing through his veins, despite the doctrine of peace promulgated by the church.

"We shall not attempt to do anything about past offenses, but in the future we shall prosecute," he says.

The secretary of the club is a lawyer, James T. Drought. "We do not intend to infringe on the rights of other people, but, on the other hand, we mean to protect our own," says Mr. Drought.

There have been a number of instances of malicious spite work on the part of farmers in this county during the past season that the agitation for prosecution has just brought to light. One farmer has made the boast—according to motorists—that it is his favorite pastime to hide in the bushes and shoot at the tires of passing automobiles. Doubtless this same farmer would be the first to organize a lynch-

ing party if somebody took it into his head to develop the favorite pastime of hiding in bushes and shooting at horses.

F. C. Beach had the tires on his machine punctured by rifle shots while driving along a country road 13 miles north of the city last summer. The president of the club, the Rev. Mr. Szukalski, ran onto a blockade over which wagons, but no automobiles, might pass, last summer. Countless others have had experiences with barbed wire and broken glass.

Then, again, we're going after the fresh young man who has developed the idea that it is smart to throw things at automobilists and who sometimes quietly drives the blade of his knife into a pneumatic tire just to cause a \$1.50 to \$3 repair bill. Such cases, too, have come to our attention, and we're going to put a stop to such villainy.

With the beginning of the coming season every club member will make his country trips fully prepared to gather all possible evidence regarding any depredation that may be attempted.

INDIA'S TRIALS ATTRACT MAKERS

Paris, France, Nov. 24—France rivals England in the interest taken in the Indian reliability trial, which is to be held from December 26, of this year, until the second day of January, 1905, between Delhi and Bombay. The various French consuls have written to the government and to some of their friends to urge French manufacturers to send cars or to instruct agents in India to enter them. The consul in Bombay points out that there is an enormous market for automobiles in India, many rich people in large cities and many natives being much interested in the motor car and ready to invest. According to the consul the roads are superb and as the railway has not yet been introduced far into the country there is an opportunity to establish automobile passenger and freight transportation companies, which would probably yield a great revenue.

The de Dion-Bouton concern has sent a 12-horsepower 1905 car, besides having received advice that a number of owners residing in India have also entered their cars. The Darracq company has not sent cars especially for this event because there are a great many cars of this house in India, where it has agents who will see that some of the cars take part in the trial. At the de Dietrich, Richard-Brasier and Clement-Bayard factories similar information was given out. Baron Duquesnel has gone to Bombay with a new Panhard car, which he will drive in the endurance run. From Italy a 16-horsepower Fiat car was shipped to take part in the event and Jules and Emile de Gropello sailed to drive this car. It is also said quite a number of small cars like the Peugeot, Cottareau, Corre, and Gladiator would do well represented as many of them have been sold in India.

Lord Curzon, viceroy of India, has given his patronage in his letter to that effect addressed to the Motor Union of Western India. He thinks the country is preëminently suited for the introduction of the automobile, although for a time only the wealthy people may use it on account of the expense. He thinks the cost will be lessened ere long and that on account of the flat and splendid roads of the country, the great distances to be traversed, the mechanical ingenuity of the natives population there is little doubt that there is a great future for the motor car in India.

ARKANSAS GOOD GROUND

District In and About Little Rock Available for Touring, and City Has Few Cars

Memphis, Tenn., Dec. 4—One of the most enthusiastic automobilists of Little Rock, Ark., spent a short time in this city recently and spoke enthusiastically of the situation in his home city and in the state of Arkansas.

"The automobile game is a comparatively new one in Little Rock," he said. "But the people are beginning to take the greatest interest in owning and running cars and that city and the whole state is going to be a good field for the manufacturers and dealers in the near future. I suppose at the present time there are not more than eighteen or twenty machines in the city alone, but at least three now there have been bought this fall and the indications are that next spring will see ten or a dozen more and that the number now there will be doubled in a year's time.

"Locomobile and Olds seem to be the most popular cars at the present time. Of course, like all cities where the game is a new one, the prospective purchasers generally look around for a comparatively cheap car. But there are plenty of people with money there and the big cars are going to sell there in the course of a very short time. As far as I know there are no regular automobile dealers in Little Rock, that is, dealers who handle automobiles exclusively. There are several agencies at present and next year I expect to see one or two firms build or rent garages and go into the business exclusively.

"The roads around Little Rock are good. Some of the macadamized roads are almost perfect and even the country roads are not at all bad. The county authorities have spent lots of money and as a result they have smooth, hard roads, which do not get muddy even in bad weather.

"I suppose that Little Rock has one of the most beautiful stretches of road in the country—the famous Military road, leading out to Fort Roots, which, by the way, is soon to be made a battalion post. This road, which is over 5 miles long, leads over to Big Rock, opposite Little Rock, winds around the hill and right up to the post. It is kept in beautiful condition by the government and it is very popular with owners of machines.

"In all, I should say there are 40 miles of good roads leading out of Little Rock. Most of them are macadamized, although some of them are what is termed 'piked.' The county authorities are also at work on two long roads, which will run from Little Rock clear to the end of the county and they will be fine ones when they are finished. The rural roads in Arkansas are fair, as a rule. The soil of the state is of such a nature that it readily lends itself to the making of good roads. The dirt packs hard and the average road is perfectly safe for any automobile. For that reason I believe that touring will some day become very popular throughout the state.

"There are few people in Little Rock who have owned machines over 3 years. When I went there 3 years ago there were not over three machines in the city. But during the last year the increase throughout the entire state has been rapid. Thus far commercial vehicles have not been introduced into Ar-

kansas. As far as I know there are no automobile delivery wagons and no auto-trucks. But these will come later I have no doubt.

"At the present time, however, there is considerable talk of starting an automobile bus line between Little Rock and Argenta. The latter city was formerly the old eighth ward of Little Rock, but the two places were divorced last year. Argenta is on the opposite side of the Arkansas river from Little Rock and the two cities are connected by a bridge. The street car company wants to extend one of its lines over the river to Argenta, but considerable opposition has developed and it is practically certain that, if the county will not let the street cars go over its bridge, an automobile bus line will be established. As Argenta is a place of some 15,000 inhabitants it seems certain that such a line would pay well.

NO FRICTION IN A. A. A.

New York, N. Y., Dec. 7—The American Automobile Association directors met yesterday to nominate their own successors. The proposed changes in one or two of the more important offices were not made, changes being confined to two directors and having no bearing on the friction said to exist in the board. The following ticket was named for the annual election January 16: President, Harlan W. Whipple, New York; first vice-president, John Farson, Chicago; second vice-president, Judge Hotchkiss, Buffalo; third vice-president, M. Johnson, Los Angeles, Cal.; treasurer, G. E. Farrington, Orange, N. J.; secretary, C. H. Gillette, New York. The directors named are D. H. Morris, W. C. Temple, Elliott C. Lee, Windsor T. White, A. R. Pardington, H. L. Lippitt and C. G. Burgoyne. Those in attendance at the meeting were Harlan W. Whipple, E. C. Lee, W. T. White, S. H. Valentine, J. E. Farrington, Dr. Millbank and A. R. Pardington.

PRESIDENT AND GOOD ROADS

Washington, D. C., Dec. 1—The secretary of agriculture, in his eighth annual report just submitted to President Roosevelt, says among other things that popular interest in road improvement appears to be deeper and more widespread than ever before. This is evidenced by the work of improvement actually going on in nearly all sections, by the state road legislation, by the calls for the road literature issued by the agricultural department, and by requests for the advice and cooperation of the department in building object-lesson roads. For greater convenience and efficiency in carrying on the field work of the office of public road inquiries the country has been somewhat roughly laid off into four main divisions, with a special agent in each. The work of these and other special agents in the field consists in collecting and disseminating useful information regarding roads and road building, conducting investigations and experiments, and representing the department in coöperative object-lesson road work. Reports from all sections of the country in which experimental and object-lesson roads have been built in previous years are unanimous in commending the character of the work done and testifying to its great influence for good. It is intended that the work of the office of public road inquiries shall be continued along the present lines of helpfulness and extended so far as practicable, in order that its benefits may be most widely distributed. The government officials are taking more interest in road work than ever before.

HAS SURFEIT OF PRIZES

Too Many Awards Offered for the Tournament Soon To Be Held on the Florida Beach

New York, N. Y., Dec. 4—An embarrassment of riches in the matter of prizes for the Ormond tournament is facing Manager Morgan. The prize value of them has now reached close to \$10,000. W. K. Vanderbilt, Jr., Sir Thomas Dewar, President Burgoyne, E. R. Thomas and Colonel J. C. Weir have all given valuable trophies.

Mrs. Howard Gould wants to put up a \$2,000 cup for amateur drivers piloting their own cars, at 100 miles; but as Mr. Vanderbilt had as early as last January at Ormond provided for a 100-mile race the acceptance of Mrs. Gould's generous offer has become embarrassingly impossible.

The trouble is that with but 4 hours available for 6 days and thirty regular events on the programme, it will be wellnigh impossible to add any more races to the card.

Senator Morgan, therefore, urges that all future trophy donors give their prizes for events already scheduled, which will be named after the prize donors.

Mr. Morgan leaves next week for a trip to Havana, Palm Beach and Ormond in the interests of the coming automobile and motor boat tournaments. Manager Miles, of the N. A. A. M., will probably accompany him.

President Burgoyne, of the Florida East Coast Automobile Association, who is still in town, flatly denies making statements discourteous to Manager Morgan or in dispute of his leadership in the management of the Ormond tournament, which have been printed so freely of late by the senator's enemies.

Among the donors of prizes for the 3-days' Palm Beach power boat tournament on Lake Worth February 1-3 are Mrs. Howard Gould, W. Gould Brokaw, A. D. Proctor Smith, W. C. Allison, James Clarke, H. M. Flagler, Fred Sterry, Louis S. Clarke, H. A. Lozier, Jr., and W. K. Vanderbilt, Jr. The 3-days' program will embrace many novel features, an illuminated night parade on the lake being one of them. An endurance test and gymkhana races, the first held in Florida, will also be given. The association officers are: H. M. Flagler, president; W. C. Allison, vice-president; Fred Sterry, secretary and treasurer. The executive committee is also represented by these well known yachtsmen: Lieutenant H. L. Willowby, Louis S. Clarke, Leland Sterry, J. S. Clarke, William K. Vanderbilt, Jr., and W. Gould Brokaw.

DISCUSS MANY SUBJECTS

New York, N. Y., Dec. 7—Thirteen members of the executive committee of the National Association of Automobile Manufacturers were present at the monthly meeting today. The committee placed itself on record as being in favor of establishing a test case to determine the legality of the licensing of automobiles and a committee was appointed to confer with counsel and make a report at the next meeting. It was decided to abandon the annual banquet which is usually held New York show week, and to promote instead a smoker and entertainment Friday night of the show week. General Manager Miles presented a lengthy report of the work of the committee on allot-

ment of show spaces. The New York show report was adopted and approved.

It was decided to make a donation of \$500 to help defray the deficit in the Vanderbilt cup race fund. A committee was appointed to investigate the present status of the Brownlow bill and of the good roads movement generally. A comprehensive plan for holding future shows was referred to the show committee for detailed consideration. The annual meeting will be held Wednesday of New York show week.

MAY FILE CORRECTED INVOICES

Washington, D. C., Dec. 3—Importers of automobiles will be interested in a recent decision of the board of general appraisers holding in effect that when entry is made on a pro forma invoice, and a bond is given for the production of a consular invoice, as required by section 4 of the customs administrative act of June 10, 1890, the entry remains "open" until the conditions of the bond have been fulfilled, or until the bond itself has become forfeited. When the consular invoice is duly produced to the collector and approved by the appraiser, the entry should be liquidated on the basis of the value shown by the consular invoice rather than of the pro forma invoice. It is now settled beyond question that, in a proper case, an importer has the right to file a corrected invoice in place of one that he finds to be incorrect.

AUTOMOBILES IN THE ARMY

Washington, D. C., Dec. 2—The annual report of General A. W. Greely, the chief signal officer of the United States army, which has just been submitted to the secretary of war, contains some reference to automobiles. General Greely says in substance that the evident value of motor-propelled vehicles as parts of telegraph and balloon trains has led him to continue experiments with automobiles. While automobilism in its present state is evidently unsuited for general transportation in the field, yet the experiences of the signal corps have demonstrated the practicability and advisability of self-propelled vehicles for special military purposes; and it may be added that experiments in foreign armies likewise confirm this opinion. While the good points of electric and steam vehicles are thoroughly recognized, yet the internal combustion type, using kerosene or other oil, seems better suited for war purposes.

CHICAGO WANTS CARS

Chicago, Ill., Dec. 2—Whatever ill-feeling there may have been between the city officials and the automobilist of Chicago, it does not seem that this has affected the city hall people in their belief that motor cars may render great service, may save the city expense and at the same time do quicker and better work than is done by horses. City Electrician Ellicott has decided to have tests made with two electric vehicles. One will be used by a fire alarm gang on the southwest side of the city, where the streets are in many places unpaved and almost impassable. The car will carry a heavy load of material in addition to the crew. The other car will be used for the night electric patrol service, which is maintained for the purpose of keeping the electric lights of the municipal plants in order. The experiments will extend over a period of 2 months, and if they turn out satisfactory the city electrician will ask the finance committee of the city to recommend the purchase of several machines.

GARAGE AND CARS BURN

Gasoline Starts Fire in New York Storage Station and Many Machines Are Destroyed

New York, N. Y., Dec. 5—The garage of the Standard Automobile Co., at 146-148 West Thirty-ninth street, devoted to storage and repairs, was visited yesterday noon by a disastrous fire. It totally destroyed thirty-six cars and resulted in the injury of ten employees who sought to escape the flames by jumping from the windows of the repair shop on the second floor.

The wonder is that there were no fatalities, either from injuries received by jumping or from being burned. It may well be imagined that when the first muffled boom of the explosion occurred there was a scramble to leave the building in any manner that presented itself, and those on the second floor took no chances of ordinary means of escape, realizing that the fire would spread with terrible rapidity.

The exact origin of the fire is not altogether certain. A gasoline supply wagon had backed into the place to the storage tank in the rear sunk beneath the ground and was filling it through a rubber feed pipe.

H. A. Weaver, the manager in charge of the garage department, told a MOTOR AGE man he really did not know how the fire started. One story has it that a spark from the cigar or cigarette of an employee standing near at hand falling on some gasoline drippings started it. Another report has it that a chauffeur, who was working on a car, set fire to some gasoline. It is certain, though, that when the blaze shot up the wagon driver sprang to his seat, whipped up his horses and dashed for the door. In so doing he broke the feed pipe and scattered the oil all over the place, thus spreading the fire in all directions.

The place was enveloped in flames in an instant. The workmen in the shop above rushed to the windows and jumped. Broken legs and sprained backs were the injuries of the ten victims in most cases, though one or two were badly burned.

The injured were: Baptiste Mager, chauffeur, aged 25; Louis Host, 17; John Julius, 24, at Bellevue Hospital; Edward Robert, 19; Alfred Foley, 28; John Erskine, Jr., 18, and Lewis R. Heit, 28, attended and sent home; Terrence Redmond, 32; John Erskine, 57; Frank J. Schmidt, 30, at the New York hospital.

Manager Weaver in a hurried talk with the writer shortly after the fire said that there were thirty cars in the building, of which seven were in the repair shop. One of these only, Mayor McClellan's Decauville, was saved, though probably eight of the cars can be repaired and used again. All the cars were insured by their owners, save one, a Decauville belonging to H. M. Swetland, publisher of the Automobile. Mr. Weaver mentioned \$200,000 as the total loss.

Peter Cooper Hewitt lost the big racer he built for a place on the Gordon Bennett team of 1902. Among the other losers were: J. M. Murphy, 1; F. B. Bradley, Hartford, Conn., 2; J. De Wolfe Bishop, 2; R. J. Collier, 1; M. B. Foster, 1; G. L. Huggins, 1; M. C. Herrmann, 2; E. R. Jackson, 1; B. A. Jackson, 1; H. S. Kerr, 1; Paul R. Bonner, 1; E. H. Landon, 1; M. H. Lambert, 1; T. McGlynn, 1; A. G. Newbauer, 1; G. G. Rombauid, 1; J.

Ruff, 1; H. M. Swetland, 1; E. C. Boyce, 1; H. B. Day, 1; S. Mygatt, 1; C. B. Pallen, 1; W. Swan, 1.

Those in charge during the absence of Messrs. Birdsall and Partridge, who are at the Paris show arranging for next year's importation of Decauvilles, were closeted with insurance men to-day and gave out no statement beyond the fact that the garage and shop would be refitted and business continued shortly. The salesroom and business offices are in a separate building on West Thirty-eighth street.

DOING AWAY WITH DUST

Washington, D. C., Dec. 5—Interesting details are just to hand regarding the experiments in the prevention of dust on highways by the use of westrumite and crude oil, conducted during the past summer by the western section of the Scottish Automobile Club. Two stretches of roadway were selected, about half a mile in each place being treated, in which the metaling was in three stages of wear. Half a ton of westrumite was used in each case. Previous to the first application the road was cleaned and swept, then a 10 per cent solution was applied by means of ordinary watering carts. Three days later another 10 per cent solution was applied, but within a few hours of the second application a torrential rain, which washed away a considerable portion of the mixture, fell over the district; consequently a third 10 per cent mixture was applied, instead of two successive applications of 5 per cent, as was originally intended.

Crude oil was used over a stretch of road comprising metaling at two stages of wear. The road surface was swept clean and the oil poured on by means of cans, and brushed over so as to saturate the surface uniformly. In a report on the results, the secretary of the club says, in substance:

In about 12 hours after the application the road surface was dry enough in each case to take the traffic, and not a single complaint of damage done to the tires or paint of any vehicle thereby has been made. In the case of westrumite, for several weeks there was absolutely no dust raised by vehicles of any description passing over the road, and even 3 months afterwards there was but little dust. On the older portions, where the metal is much worn, the tendency to dust is greater than elsewhere. As to the crude oil experiment, the results obtained from the different stages of wear of road surface are not so noticeable. This material is most effective, but for the first week or 10 days after its application, especially if wet weather prevails, it is not so clean as the westrumite; neither is it so easily applied nor so clean to handle. There is one point in its favor—one application suffices for a season. With the westrumite several applications are necessary, at intervals varying according to the nature of the weather and the condition of the road.

The experiments have so far been successful, and have demonstrated the efficiency of the materials used for the purposes of dust prevention. The cost to the club has been approximately \$100 per mile, which may be accepted as a fair average of the cost of this method of road dressing. For long stretches of road in the country the cost of the application might make its general use prohibitive, but in villages or populous places or residential districts the complete absence of dust in dry weather would be appreciated and would be well worth the expenditure required.

SOUTH IS PROSPEROUS

Record Cotton Crops Enriches the People, Resulting in Numerous Automobile Sales

Charlotte, N. C., Dec. 3—The 11 months of 1904 have witnessed the awakening of the automobile interest in this city. There are now fifty automobiles here, used either for business or pleasure. The suburban resident uses his automobile in going from his home to business; a progressive laundry uses them for delivery; there is a well equipped automobile livery doing a thriving business and another large one in course of construction. During the weeks just passed an average of three automobiles per week, ranging in price from \$600 to \$6,500, have been bought here, which is pretty good business considering the small amount of attention given this territory by manufacturers, only two being represented.

The sudden popularity of the automobile here is mainly due to the very satisfactory financial and industrial conditions throughout the south. Aside from the vast revenues derived from its mining and lumber interests the cotton crop of 1903 brought to this territory over \$650,000,000—a sum sufficient to buy every bushel of wheat produced in the United States and leave a surplus of \$150,000,000.

Countless mills have sprung up throughout the country, devoted to the manufacture of the great staple, and gradually the south, which for years has felt the pinch of poverty, has reached a state of prosperity which it has never known before.

Charlotte, being situated in the center of the cotton manufacturing section, has an unusually large measure of this prosperity. It has doubled its population in the last 10 years. Its people have grown rich and they have found in automobilism a recreation suited to their taste and means.

Another condition which has done much to popularize the automobile in Charlotte is the splendid system of macadamized roads extending in every direction from the city a distance of at least 10 miles.

The scenery for miles about is attractive and the climate is such that there are few days in the year when one cannot use an automobile with pleasure. Within the city the streets are kept in fine condition and there are miles of broad avenues shaded with stately oaks and bordered by green lawns surrounding grand old mansions. Even at this season the lawns are green, and the rose and chrysanthemum bloom freely. With conditions so ideal and with abundant means to gratify his desires, it is not strange that the man of the south has found in automobilism a most satisfactory form of recreation.

Returns from the sale of this year's billion-dollar cotton crop are beginning to reach the people, who are spending their money freely. There is prosperity on every hand and there will be more automobiles sold in the south in 1905 than ever before.

There is evidence in abundance that a good car, with plenty of power, selling at less than \$500, would prove not only immensely popular among certain classes, but would turn out a good seller as well. While there is money in the south, all can't buy even a \$750 car.

Automobile races were held at Sumpter, S. C., Thanksgiving day, the first ever held in

that section, and they aroused a great deal of interest and enthusiasm. Fully 20,000 people were in attendance. Arrangements are being made to hold a series of road races next May, to be open to all automobilists in the south. At that season of the year the splendid country roads are at their best and an ideal course can be secured. There will be no difficulty about securing a prize list that will prove attractive to all drivers.

SUCCESS IN POSTAL SERVICE

Paris, France, Nov. 26—Deputy Marcel Semtat recently completed a most interesting report on the automobile tests made by the post-office department. His report will be distributed to all members of parliament at the time of the discussion of the postoffice budget. The interesting part in the deputy's observations is that relative to the service in country districts. In five out of six villages the automobile postal service made it possible to arrange two daily distributions instead of one, and in the sixth locality the one distribution was made 45 minutes earlier than before. In the other localities the first daily distribution has been made from 1 to 2½ hours earlier. Furthermore, the early morning collections made it possible to connect with the noon train, and letters were distributed in Paris the same evening. The result of these improvements was an increase of 45 per cent in mail matter carried, there being exactly 1,571 pieces of mail and other matter handled, as against 1,084 during a corresponding period before the automobile service was inaugurated.

The deputy classifies the postal automobile in three classes. The first he calls the automobile upon rails, which could be used to great advantage in sections of the country where trains do not run frequently. The second class is called the automobile courier, for the transportation of dispatches from the railway station to the postoffice, when the latter is located in a town where there is no railroad. The last class is the automobile carrier, to be used to transport postmen from the postoffice to given places within the sections they have to cover. This would save considerable time in transit and probably enable several extra trips.

"No matter how the weather was and what kind of roads had to be used, the service of distribution per automobile has always been made in a most regular manner, and it is thus a fact that the automobile can be used for the country service. Wherever the country is not too hilly, wherever the roads are good—in a word, wherever individuals use the automobile—the postoffice department can also use the motor car," concludes the report.

FOREIGN TIRES AND RIMS

The Continental Caoutchouc Co., of New York, importer of the German-made Continental tires, is canvassing the American rim makers for the purpose of instituting changes in rim manufacture whereby American rims for American size foreign tires may more closely adapt themselves to the tires than, according to the Continental company, they now do. The importer claims that the sectional shape of the rims is such that rim cutting cannot be very well prevented, and that, hence, in cases of rim cutting, the tire is not to blame. It is also claimed that some American rims do not run true to gauge. If the situation exists as stated by the Continental company, it is sure that some move ought to be made toward securing a better relation of tires and rims.

USE FLEXIBLE TROLLEY

New York Town Equipped with Half Dozen Cars Such as Are Much Used in Germany

Buffalo, N. Y., Dec. 6—The village of Salamanca, about 50 miles from Buffalo is to be the second place in this country to use an adaptation of the electric motor car as a trackless trolley car. One car has been shipped already to Salamanca by the Auto Car Equipment Co., of this city, and six others will be sent. The system will be in operation next spring.

Prior to being sent to Salamanca the first car was tested in this city and attracted a great deal of attention as it was run about the streets. It is 15½ feet long and 6½ feet wide. Six seats with a capacity of four persons each run crosswise of the car. There is a permanent roof of wood and a glass shield at each end, with curtains at the sides to be pulled down by the passengers, as in open trolley cars, when it is necessary to enclose the vehicle.

The four 36-inch wheels are fitted with solid rubber tires the tires being 5 inches wide on the rear wheels and 4 inches on the front wheels. The seating capacity is twenty-four besides the motorman, who sits behind the glass shield in the front of the car. The vehicle weighs 3 tons, has a maximum speed of about 12 miles an hour and is operated by a storage battery which is good for 40 miles without recharging.

As it was used in Buffalo the car is simply a large electric passenger van, but in Salamanca it will be run with a flexible trolley pole connecting with a system of parallel overhead wires. The second wire takes the place of the track in the ordinary trolley system to complete the circuit and the flexible trolley pole will permit the car to deviate five or six feet either way from the straight line of its course without detaching the trolley from the wire. In its use as a trolley car the storage battery feature will be supplanted by the power supplied by the trolley wire.

The officers of the Auto Car Equipment Co. think their car will prove a boon to villages where the cost of laying trolley tracks at \$5,000 a mile makes a trolley system of the usual type too expensive. With this adapted motor car the expense for the line is reduced to the \$1,500 or so a mile, which the poles and wires cost.

In Salamanca these cars will be used to connect three sections of the village, a run of about 3½ miles. The car might be used, however, in many larger towns to connect trolley trunk lines of the usual type. One of the excellent points about this system is the ease with which the route of the cars can be changed, there being no tracks to tear up and relay.

Cars of this sort are used to a considerable extent in Germany. It is stated by the makers that only excessive snow will put the cars out of business during the winter.

RECENT INCORPORATIONS

St. Louis, Mo.—Capen Motor Car Co., capital stock \$15,000.

Brooklyn, N. Y.—Curtis Auto Co., capital \$1,000. Directors Charles G. Curtis, Van Wyck Curtis and Alice W. Curtis.

Yonkers, N. Y.—Motor Supply Co., capital \$1,000. Directors David M. Harvey, William C. Dodge and P. F. W. Ruthers.

Cincinnati, O.—Cincinnati Oldsmobile Co.,

capital stock \$10,000; automobile agency. Joseph T. Monfort, A. W. Granger, Sid Black, A. C. Davis and Wade Cushing.

New York, N. Y.—Harrold Motor Car Co., capital \$30,000. Directors Edward J. Steiner, Edward Brand and Harry Unwin.

Syracuse, N. Y.—Syracuse Motor Car Co., capital \$20,000. Incorporators David Crody, S. Silverman, Jr., William H. Bissell.

New York, N. Y.—Union Motor Supply Co., capital \$25,000. Directors Rene E. Jarrige, Jesse J. Beistler and Frederick C. Truckheim.

New York, N. Y.—New York Observation Automobile Co., capital \$1,000. Directors M. B. Beckman, S. M. Fisher and A. D. Beckman.

New Haven, Conn.—American Motive Power Co., capital stock \$100,000, to build automobiles, boats, carriages, motors. Incorporators Charles E. Graham, J. J. Hogan and Andrew H. Smith.

New York, N. Y.—New York Domestic Pumping Engine Co., capital stock \$15,000; to deal in automobile supplies. Incorporators and directors for the first year—Frederick Cleveland, William Kirk and George F. Hare.

Jacksonville, Fla.—Upson Rotary Motor Co., capital stock \$150,000, to make motors. Incorporators—Delevan P. Upson, Walter Mucklow, F. S. Hodges, D. E. Williams, Jr.; Abraham H. West, E. A. Greever and Marlon I. Upson.

Flint, Mich.—Flint Auto Brass & Aluminum Co., capital \$25,000; to manufacture various appurtenances and articles used in the automobile industry. Directors James W. Hines, J. George Snyder, Thomas D. Buick and Bert J. Smith.

Detroit, Mich.—Wayne Automobile Co., capital \$300,000 of which \$8,200 is paid in cash, \$240,000 in stock of automobiles valued at \$43,331.06, goodwill of the business, inventions, etc., of William Kelly, valued at \$172,561.94, and other property of the old partnership concern. Incorporators Charles L. Palms, William Kelly, Roger J. Sullivan, J. B. Book and E. E. Skae.

GORDON BENNETT BRIEFS

It is reported from Paris that Smith & Mabley, of New York, have recently written to Lamberjack & Co., agents for the Michelin tire in America, asking if it would be possible to send a number of workmen to America to manufacture American Michelin tires, that may be put on the Smith & Mabley cars which will take part in the American eliminating trials.

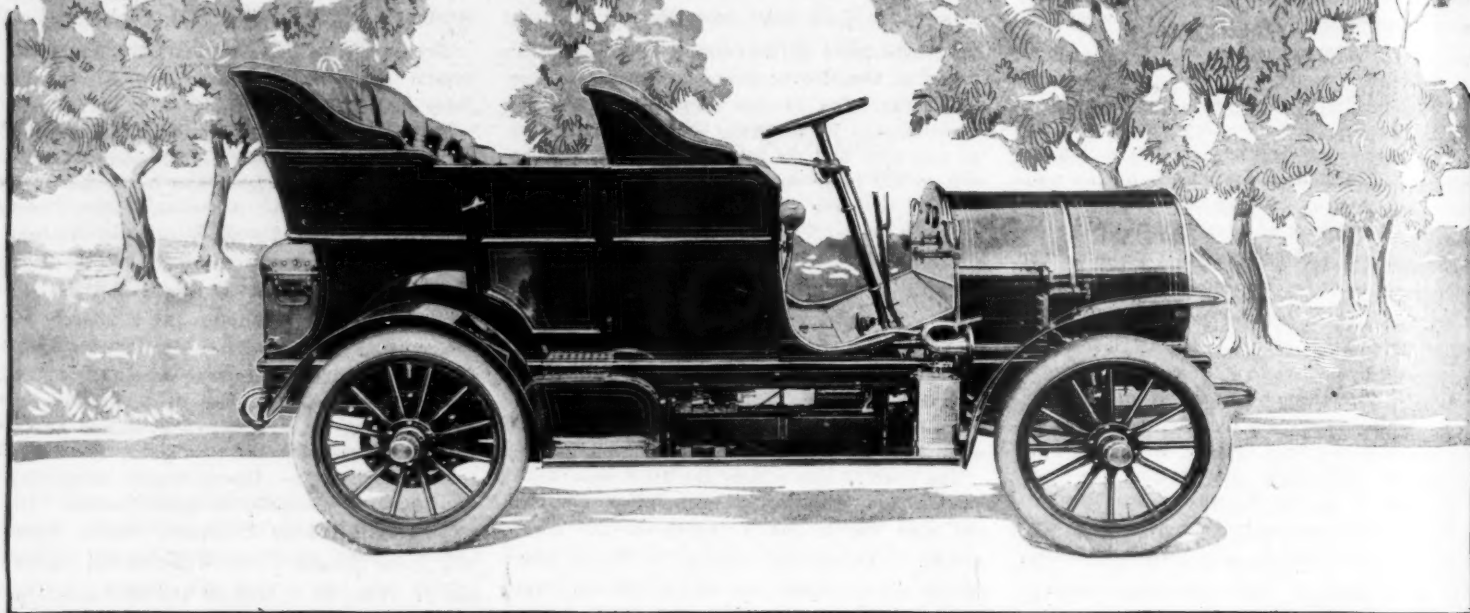
The entry fee for the French eliminating trial will amount to either \$1,000 or \$2,000. The latter amount is favored by some, so that not too many entries of small concerns will be received.

L'Auto says the Automobile Club of Italy has advised the manufacturers of the Fiat that three of their cars are to represent Italy in the race next year. The Italian concern has since decided to build three 100-horsepower cars.

It is said Austria will be represented by two Austrian Mercedes cars and a Spitz racer in next year's international race.

Thus far no Belgian concerns have expressed desire to make cars for the race. The makers of the Pipe cars are reported to be too busily engaged in taking care of their orders for touring and commercial cars. The Pipe concern started cars in the race in Germany last year but the showing made by them was very discouraging.

AUTOMOBILE DEVELOPMENT



THE NEW GROUT SIDE ENTRANCE TONNEAU STEAM TOURING CAR

SPEEDOMETER-ODOMETER

The Jones Speedometer Co., 127 West Thirty-second street, New York, is introducing an instrument which combines in one case the Jones speedometer and the Jones odometer. This case is attachable to the dashboard of the car at the desired angle, and the mechanism whereby it registers the speed of travel and records the number of miles traveled is actuated by a flexible shaft from the road wheel. This flexible shaft, which runs on ball bearings and which is covered, connects at its wheel end with a small pinion that is supported on the steering knuckle arm by a clamp bracket. The pinion shaft support has a swivel base so that should a stone or other obstacle be caught between the shaft pinion and the larger gear on the road wheel, the two will separate, releasing the obstacle, and preventing damage to the gears.

The device is furnished with gears of different sizes so that it may be adapted to road wheels of diameters ranging from 28 to 36 inches, a change of gears being readily accomplished. The flexible shaft casing is partially filled with a composition of graphite and cosmoline, which provides for permanent lubrica-

tion. The instrument with a 3-inch dial registers speeds up to 50 miles an hour, while the 4-inch size registers up to 100 miles an hour. Both sizes record distance traveled, in miles and tenths, up to 10,000 miles.

NEW GROUT STEAMER

The Grout steamer shown in the accompanying illustration is certainly a departure in steam cars so far as body building and general design is concerned, and is by far the swellest rig ever turned out by the Grout Bros. Automobile Co., of Orange, Mass. The car is equipped with a 12-horsepower engine, the steam for which is generated by a 17-inch copper boiler fitted with the new Grout burner. There is a three-chain drive. All pumps are driven from the counter shaft instead of by the old method in which the pump rocker arms were connected with the engine cross heads.

The wheel base of the car is 86 inches, the tread is standard and the wheels are 30 inches in diameter and fitted with 3½-inch detachable tires. The side entrance tonneau body is roomy and has extremely high backed seats. The bonnet in cross section is of the continuous curve pattern.

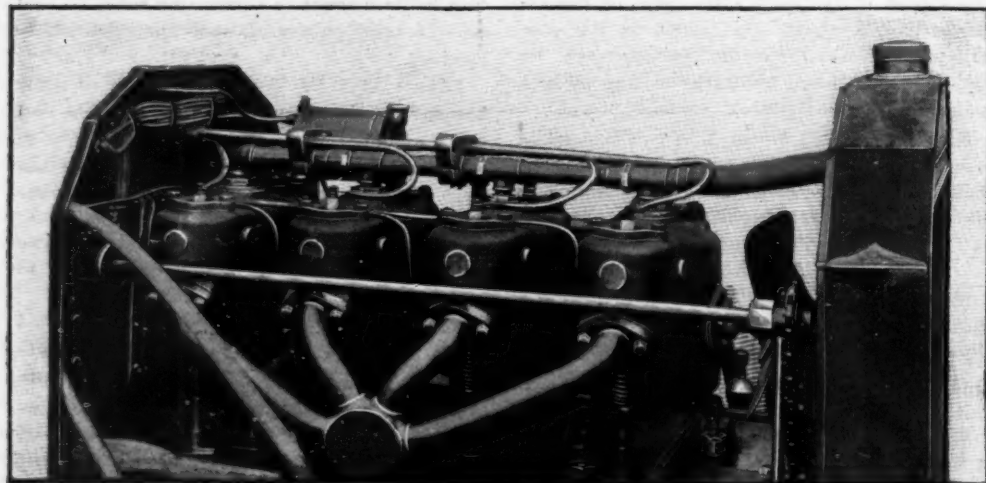
MADE BY BOAT BUILDERS

The Gas Engine & Power Co. & Charles L. Seabury, Consolidated, of Morris Heights, New York, well-known makers of gasoline launches and fast motor boats, are introducing for 1905 a four-cylinder touring car.

The frame is of channel section pressed steel, the chief characteristic of which is the straight side bars, there being no narrowing of the frame in front, as in ordinary practice. The wheel base is 105 inches and the tread standard. The wooden artillery pattern wheels are 34 inches in diameter and are fitted with 4½-inch detachable tires. The frame is supported by exceptionally long semi-elliptical springs. The body is of aluminum in the form of a side-entrance Roi des Belges tonneau, with either canopy top or cape hood. The car complete weighs about 2,400 pounds.

The motor is a high-speed four-cylinder upright with cylinders of 4½-inch bore and 5-inch stroke. The main bearings are of carefully selected babbitt metal placed in separate bronze sleeves, so that replacement may be made readily and at a nominal expense. The wrist pins and connecting rod ends are hardened and ground and are lubricated both by splash from the crank chamber and by oil feed through the cylinder walls. The crank pins are oiled by splash, while the crank shaft main bearings are oiled both by splash and by a separate feed of clean oil to each. The oil is supplied through dashboard sight feeds from a large tank by an exhaust pressure device which is regulated by a check valve, and whereby the flow of oil starts and stops with the motor.

Both the exhaust and inlet valves are mechanically operated and are all interchangeable. There are two systems of ignition, both by jump spark, one being from storage batteries and four vibrator coils, and the other from a high-tension magneto connected directly with the spark plugs. The spark lead and throttle are controlled by hand levers on the steering wheel. The motor is also fitted with



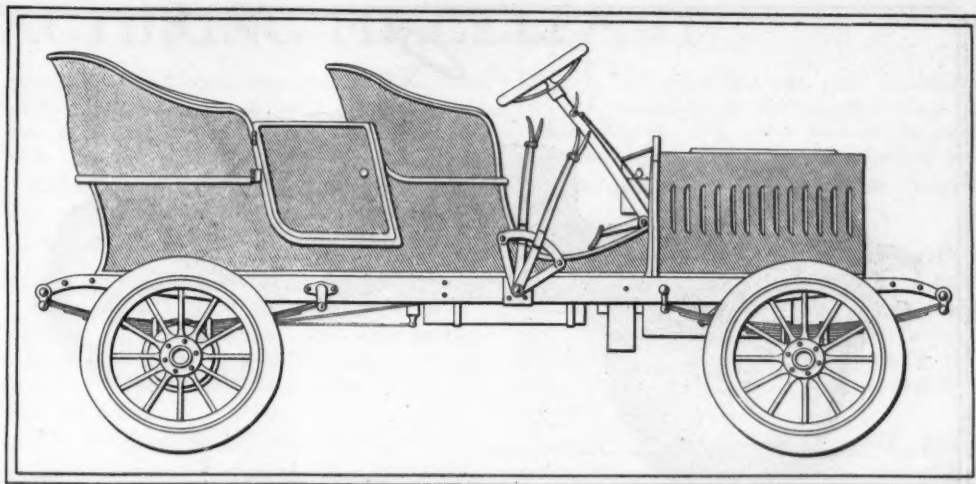
INLET SIDE OF MOTOR OF TOURING CAR MADE BY THE GAS ENGINE & POWER CO.

a governor. The water circulation system comprises a gear-driven centrifugal pump, a combined radiator and tank, and a belt-driven suction fan.

The driving clutch is of the cone pattern, leather faced, and provided with a spring device which permits slow engagement for smooth starting. The clutch mechanism is self-contained and may be readily removed from the machine without disturbing other parts. The transmission gear is of the sliding gear pattern, furnishing four forward speeds and a reverse drive. There is but one shifting lever and the gear case is hence small and compact, the shafts being short and stiff. The reverse drive idler pinion is not in mesh when not in use. Mercedes style of ball bearings are used throughout the gear case, rear axle and also in the front wheel hubs. The transmission gears run in an oil bath, and it is said that the ball bearings require new lubrication only once a season.

The final drive is through propeller shaft and bevel gears to the live rear axle. Only one universal and slip joint is used between the transmission gear case and the rear axle, and it is protected from moisture and dirt.

The rear hub brakes are of the internal expanding type and are operated by a side hand lever. The transmission shaft brake is operated by one of the two pedals, the other pedal releasing the driving clutch. The brake and clutch actuating members are inter-operative, so that the clutch is released whenever either set of brakes is applied. A ratchet and pawl de-



THE MAHONING FOUR-CYLINDER AIR-COOLED SIDE ENTRANCE CAR

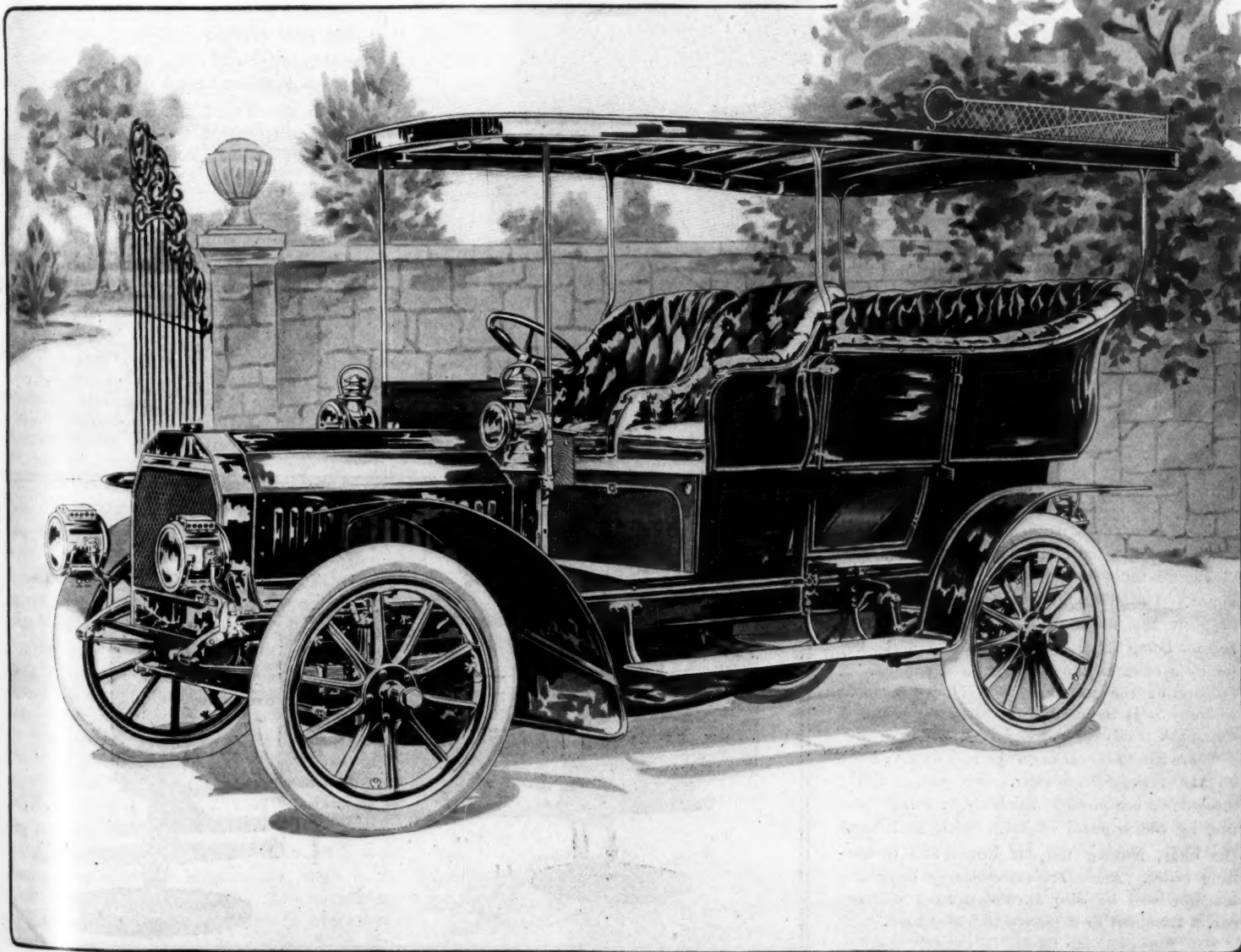
vice on the pedal of the transmission shaft brake allows the brake to be locked in its applied position to prevent the car from running backward down a hill.

NEW AIR-COOLED CARS

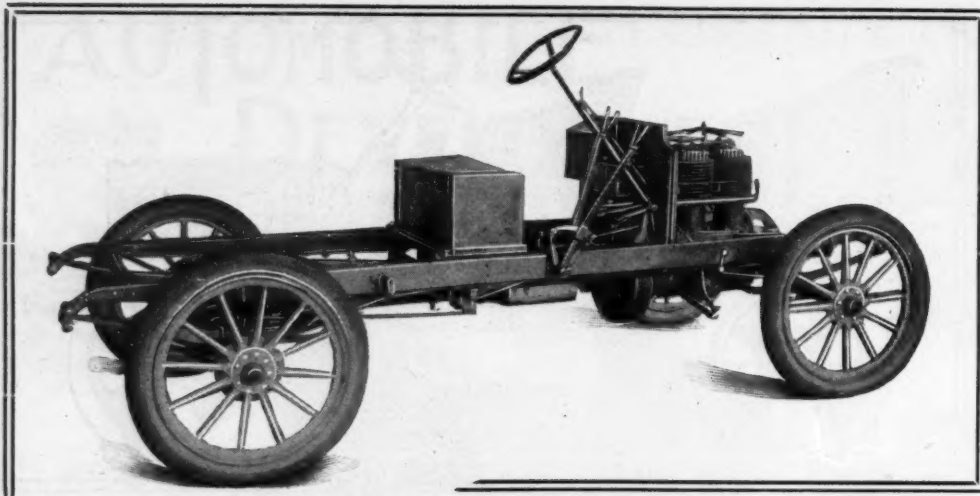
The Mahoning Motor Car Co., of Youngstown, O., is introducing two patterns of cars with air-cooled motors, one with a single-cylinder horizontal engine under the body, and the other with a four-cylinder vertical motor in front.

The chief peculiarity of each model is the system of radiation employed on the motor cyl-

inders. On a special forming machine 3-32-inch square hard copper wire is changed into wire of triangular section. Lengths of this triangular wire are strung spirally on a copper ribbon $\frac{1}{4}$ -inch by 1-16-inch. The wire is then wound about the cylinder under pressure that it may be tightly secured. Finally the cylinder is put through an electroplating process that the union of the cylinder wall with the copper radiating surface may become still more nearly integral. It is said that cylinders so made have been heated to cherry red and plunged into cold water without causing any noticeable effect. It is claimed that the construction affords a rad-



THE FOUR-CYLINDER SIDE ENTRANCE CAR BUILT BY THE GAS ENGINE & POWER CO. & CHARLES L. SEABURY



CHASSIS OF THE MAHONING FOUR-CYLINDER AIR-COOLED SIDE ENTRANCE TOURING CAR

iating surface of $19\frac{1}{2}$ square inches to each square inch of cylinder wall, and that a still greater radiating surface could be obtained by making the radiator deeper, it now being $1\frac{1}{2}$ inches. The natural cooling by radiation is assisted by a fan and by an auxilliary exhaust port through which a certain portion of the exhaust escapes, thus tending to prevent the cylinder head from overheating.

The single-cylinder car is a light surrey with a utility bonnet in front, under which are placed the gasoline tank, batteries and a tool box. The wheel base is 80 inches, and the tread 56 inches. The wheels are of the usual artillery pattern, 28 inches in diameter and fitted with $3\frac{1}{2}$ -inch detachable tires. The frame is of pressed steel and is supported on 36-inch, five-leaf, semi-elliptical springs in front, and 36-inch five-leaf full-elliptical springs in the rear.

The motor is laid under the body with the head toward the front and with a two-speed forward and reverse planetary transmission gear on the extension of its axle. All of the gears are spur, there being no internal gears. live, roller-bearing rear axle fitted with a spur. The final transmission is by roller chain to the differential. The fan to assist the cooling of the motor is driven directly from the fly wheel by a leather friction wheel and shaft, the friction wheel running on the beveled edge of the fly wheel. The fan runs on ball bearings and its normal speed is 1,800 revolutions per minute. An aluminum apron protects the under side of the motor and its adjacent appurtenances from mud, dust, etc.

The lubrication of the motor is by a force feed system. All valves are mechanically operated. The ignition is by the jump spark system. The carburetor is of the float feed variety with the self-compensating feature whereby the mixture is regulated by the speed of the motor. The speed of the motor is controlled both by the spark lead and the throttle, the former being regulated by a pedal and the latter by a lever on the steering wheel column. A feature of the starting crank is arrangement whereby it is impossible to insert the crank if the spark is advanced.

There are two brakes on the rear axle and one on the transmission gear. No parts of the mechanism are fitted to the body, it being possible, by the removal of four bolts, to lift off the body, leaving the car intact and in running order. Aside from the surrey body this machine will be also furnished as a delivery car, a runabout or a physician's stanhope.

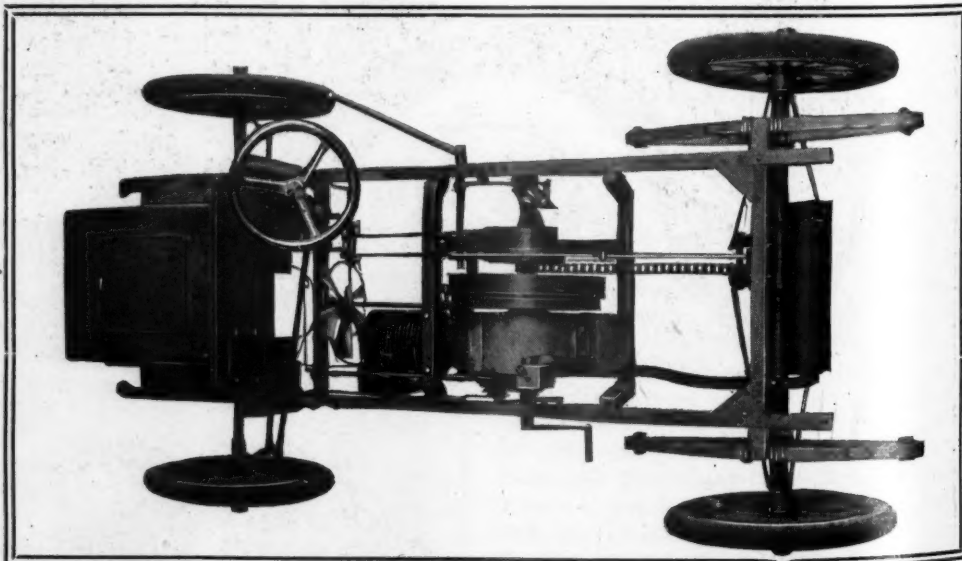
The four-cylinder model is entirely conventional construction with the exception of the

motor cylinders and their equipment with two fans running in a horizontal plane above them, each fan assisting to cool a pair of cylinders.



THE MAHONING SYSTEM OF AIR COOLING

The fans revolve to force the air downward around the cylinders. The motor is rated at 24 to 28 horsepower.



CHASSIS OF MAHONING SINGLE-CYLINDER CAR

The wheel base of this car is 100 inches and the tread 56 inches. The wheels are 32 inches in diameter and fitted with 4-inch detachable tires. The frame is of pressed steel with a structural steel sub-frame for the motor. The ignition is by jump spark and the speed control by throttle and spark lead. The transmission is through a sliding gear set furnishing three forward speeds and a reverse. The final drive is by propeller shaft and bevel gears to the live, roller-bearing rear axle. There is a brake on the transmission shaft and hub brakes on the rear wheels. The weight of the complete car is said to be 1,900 pounds. It is regularly fitted with a violet blue side-entrance body.

TRADE LITERATURE

The H. H. Franklin Mfg. Co. has issued an attractive mailing folder illustrating some of the most difficult obstacles overcome by the Franklin driven by L. L. Whitman from San Francisco to New York last summer. It also contains a brief story of the trip and comments made by different people and papers concerning the gratifying surprise of its record breaking accomplishment.

The Gilbert Mfg. Co., of New Haven, Conn., has issued a large folder illustrating and describing its line of automobile fabric supplies. The goods include tire cases, rain proof covers, lamp covers, storm aprons, tire bands, sleeve protectors, inner tube cases, tool case rolls, steering and knuckle-joint protectors, and leggings.

The Standard Supply Co., of North Adams, Mass., describes its method of remodeling old carbureters to render them more efficient.

The most recently introduced models of the Cameron air-cooled car are described in a twelve-page folder issued by the James Brown Machine Co., of Pawtucket, R. I.

The E. R. Thomas Motor Co., of Buffalo, N. Y., is advertising its 40-horsepower Thomas Flyer by means of a large post card on which is printed a three-color picture of the machine.

One of the most elaborate and extensive catalogues of automobile clothing is that issued by the Scandinavian Fur & Leather Co., importer of both leather and fur apparel for men and women. Some of the garments are illustrated in colors.

A card issued by the Wray Pump & Register Co., of Rochester, N. Y., announces the reproduction of the Wraylog pneumatic automobile jack, which is said to be powerful enough to lift the heaviest cars.

MANUFACTURING MISCELLANY

Marion Building—A new plant is being erected for the Marion Motor Car Co., of Indianapolis, Ind.

Snell Out—Samuel Snell has severed his connection with the Snell Motor Car & Truck Co., of Toledo, O., and with this announcement comes the information that the name of the concern has been changed to that of American Motor Truck Co.

New Pennsylvania Concern—A local paper from York City, Pa., says an automobile plant will be located in that city within a short time. The concern will turn out a 16-horsepower car seating four passengers and a 28-horsepower car seating six persons. The cars are to cost from \$3,000 to \$5,000.

Another Cleveland Maker—It is rumored that Toledo is to have another automobile plant. Capitalists from Detroit and Toledo recently held a meeting in the latter town and discussed the project for the establishing of such a plant where large touring cars, motor trucks and motor express wagons will be turned out.

Premier Output Increased—Besides doubling its capital stock, the Premier Motor Car Co., of Indianapolis, Ind., is having a new factory erected, which will probably be ready for occupancy about the first of the year. With these important changes the facilities for an increased output have been greatly improved.

Another Detroit Concern—The Rapid Motor Vehicle Co., of Detroit, Mich., which was formerly a co-partnership concern, has filed articles of incorporation. The capital stock of the concern is \$100,000, of which \$3,000 has been paid in cash and \$22,000 in machinery, automobiles and other things. The stockholders are: Albert Marx, Barney Finn, Celia and Max Grabowsky.

New Zealand Wants—A correspondent from New Zealand writes that while the demand for motor cycles is not yet great, there will be a demand for medium-priced small cars next season. He thinks a car that could be sold in New Zealand for about \$1,000 would find many buyers. The car should develop at least 25 miles an hour, be fitted with an 8 to 10 horsepower motor, and have a seating capacity for more than two persons.

Adds Many Lines—The Kokomo Electric Co. has been recently incorporated at Kokomo, Ind., for the purpose of manufacturing a full line of high grade electric ignition apparatus for gas engines, including spark coils, both jump and primary; storage batteries, dynamos and magnetos, spark plugs, commutators and timing devices, switches and wire terminals. This company has purchased the factory and plant of the E. S. Huff Co., of Detroit, Mich., moved it to Kokomo, and added a large amount of new machinery, making it one of the best equipped factories of its kind in the country. A large amount of the stock of the Kokomo Electric Co. is held by members of the firm of Byrne, Kingston & Co., who will handle the entire output of the new factory. George Kingston, general manager of Byrne, Kingston & Co., will also manage the Kokomo Electric Co., with E. S. Huff as electrical engineer. The output of this factory, which is already in operation, added to the list of carbureters, mufflers, circulating pumps, oiling devices, steering

wheels, etc., of their own manufacture, will give Byrne, Kingston & Co. a most complete line of accessories manufactured by any one firm.

Richard and Brazier Part—Georges Richard, of the Richard-Brazier concern, has withdrawn from that firm and will soon organize a new French automobile company.

Coast Outlook Good—Walter Evans, of the Autocar Co., of Ardmore, Pa., was in San Francisco, Cal., recently. He thinks the outlook for the automobile trade for next season is very good.

New Italian Maker—A new automobile concern has been formed in Turin, Italy. The capital of the concern, which absorbed the Matteo Ceirano Co., amounts to \$1,000,000, of which amount \$350,000 was paid in full when the house was formed. The cars made will be named Itala.

May Move to Elgin—The Cottamobile Co., now in Rockford, Ill., may be moved to Elgin, Ill. It is said Mr. Cotta has interested a number of Elgin capitalists in the enterprise and that a stock company with \$100,000 capital will soon be formed. The Cotta automobiles are to be made by the concern.

Elects New Officers—The following officers were named at the annual meeting of the Mahoning Motor Car Co., of Youngstown, O.: L. E. Cochran, president; W. J. Hitchcock, vice-president; W. P. Williamson, general manager and treasurer; D. E. Webster, secretary. Air-cooled motor cars will be built by the Ohio concern.

Fast Model Out—The first model 27 Thomas was given a road trial Saturday. This car is the property of Major C. J. S. Miller, of Franklin, Pa., millionaire sportsman and automobilist and makes the seventh automobile for his stable. Major Miller has entered this car for the Florida tournament and will drive the machine himself.

Want Literature—There is a good market for motor cars in Argentine Republic. It has been suggested that manufacturers send catalogues to the secretary of the Automobile Club of Argentine, Calle Maipu 1241, Buenos Ayres, Argentine Republic, South America. Many French, English and German concerns are following this policy and it is claimed that quite a number of the 100 members of the South American club has purchased cars in this way.

'As 'Igh 'Opes—The Memphis Automobile Co., of Memphis, Tenn., which is being organized to put on the market the steam machine designed by a local inventor, will hold a meeting this week for the purpose of making plans for the erection of a factory. The trial car with which Mr. Pilcher, the inventor, hopes to demonstrate that his new machine is the most efficient one ever put on the market, is fast nearing completion. The engine is being made by the Duke Machine Works and will soon be ready for use. A running gear has been secured and the new machine will be placed in position and given a trial in a few days. Up to the present

time all the stock has not been subscribed, but the promoters of the company hope and believe that as soon as the first car is put in operation they will be able to convince prospective investors that they have an incipient gold mine on tap.

Factory at Bethlehem, Pa.—Automobiles will be built in Bethlehem, Pa., in the building formerly occupied by the Shimer foundry. This property has been leased by a syndicate of Philadelphia capitalists from George J. Shimer, who has also an interest in the new automobile concern.

Another Detroit—The American Motive Power Co., which was organized recently in New Haven, Conn., with a capital stock of \$100,000, will probably make automobiles and motor boats next year, although at present only gas engines will be made. The latter are the invention of J. J. Hogan, of West Haven.

New Canadian Maker—A new Canadian automobile concern may be located in London, Ontario, according to local advice. The mayor of the city has been asked what concession would be granted if a plant should be erected in his locality. The new concern is to be incorporated with a capital of from \$25,000 to \$50,000.

Howard Has New Company—The Howard Motor Car Co. was recently formed in Yonkers, N. Y., by W. S. Howard, formerly of the automobile department of the New York Gas Engine & Power Co., of Morris Heights, N. Y. The new concern, which has been incorporated with a capital stock of \$50,000, expects to have 1905 cars completed within a short time.

Elmores Going—The Elmore Mfg. Co., of Clyde, O., has appointed W. W. Gawthrop eastern sales manager. His headquarters will be at 244 North Broad street, Philadelphia. The Ohio concern has also named the following agents: W. A. Parker, Mexico City, Mexico; R. V. Connerat, in Savannah, for the state of Georgia; F. W. Dunham, in Birmingham, for the state of Alabama; H. W. Robbins, Media, N. Y.

Thomas Factory Busy—The retail automobile business of the E. R. Thomas Motor Co., of Buffalo, N. Y., will be handled next season from the main factory at 1190-1200 Niagara street, and the motor cycle business from the factory at 1413 to 1421 Niagara street. Both factories are being operated day and night. Cal Paxton, who had charge of the Thomas exhibit at the St. Louis exposition, will have charge of the retail department. The company denies that it has given up the three-cylinder proposition, as announced.

Packard Builds Addition—Notwithstanding the recent investment of nearly \$30,000 in new machinery, and the fact that the factory has been running daily during November until 9 o'clock at night, the Packard Motor Car Co., Detroit, has found it necessary to build an addition to its plant. Work was begun this week upon a second floor addition to the north wing of the factory, which will give an extra floor 326 by 60 feet, or 19,560 square feet. The new room will be used to relieve the pressure on several departments, especially in the painting and upholstering work.



CURRENT GOSSIP OF THE GARAGES



Want the Elmore—There are said to be four concerns bidding for the metropolitan agency of the Elmore.

Bought Building—W. M. Gage has purchased a building located on Excelsior avenue, Saratoga Springs, N. Y., which will be fixed up and used as a garage, salesroom and repair shop.

Traveling With the Buckboard—J. Homer Betts, agent in Buffalo, N. Y., for the Orient buckboard, has gone on the road during the winter for the Waltham Mfg. Co. He is traveling in the south and will go to Mexico City.

Even in Winnipeg—McCulloch & Boswell, of Winnipeg, Manitoba, have secured a lease of the Granite rink, in Winnipeg, and will use part of the building during the winter as a garage and repair shop, the other part of the rink being retained for curling. During the summer months the entire building is used as an automobile station and repair shop.

Thomas for President—On December 12 the Buffalo Automobile Trade Association will elect the following ticket: President, E. R. Thomas; vice-president, J. A. Cramer; secretary, Dai H. Lewis; treasurer, John J. Gibson; executive committee, E. C. Bull, P. W. Eigner and C. W. Roe. Mr. Cramer takes the place of Leroy Pelletier as vice-president and C. W. Roe that of Jesse B. Eccleston on the executive committee.

Lost His License—Edward B. Gallagher, American agent of the Richard-Brazier cars, has had his Selden patent license taken from him, and so forfeits his membership in the importers' branch of the A. L. A. M. The reason for the cancellation of the license was a failure to pay the royalties under the contract with the Electric Vehicle Co., the limit of time set for their payment having expired. Mr. Gallagher is at present in Paris.

Couldn't Mix—By error MOTOR AGE last week established the same agency for a licensed and an unlicensed car when it said C. T. Adams would handle the Oldsmobile in Boston in connection with the Royal Tourist. Mr. Adams will not handle the Royal Tourist, that car being represented in New England by the New England Automobile

Co., of Boston. This company is under the management of George J. Dunham, one of the old bicycle dealers of Boston, and has placed an initial order for fifty cars with specified shipments.

Has Two Places—H. Paulman & Co., 285 North State street, Chicago, Ill., agents for the Pierce cars, intend to open a salesroom on Michigan avenue, among the others in the row. The place now occupied across the river will be used as a garage.

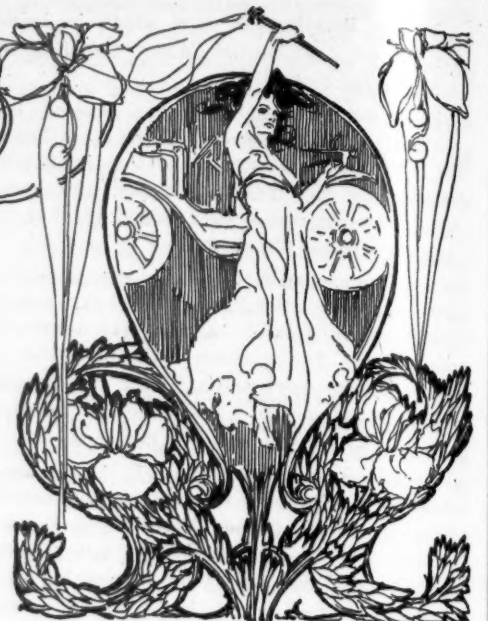
Quit Michelin—E. D. Winans, assistant manager of the Michelin Tire Co., has resigned and will enter the retail business. He has established branch stores in Brooklyn, N. Y., Philadelphia and Pittsburg, Pa., and Buffalo, N. Y., where he will sell Michelin tires and Samson tires and protectors.

Hyslops Handle Darracq—Hyslop Bros., 209 Yonge street, Toronto, Canada, have secured the agency of the Darracq cars for Canada. It is said that William Hyslop while touring in France in a Darracq was so much interested in the car that he placed an order for twelve cars to secure the agency. The Hyslops never handled automobiles before.

Now Gentlemen of Leisure—B. T. and N. A. Quilling, who for several years have conducted a branch store for the Geneva Automobile & Mfg. Co., and who previously were prominent in the bicycle trade, have retired from active business and have rented their store at 240 Euclid avenue to R. M. Owen, who will make use of it for a sales and display room. Mr. Owen will continue his garage and repair shop at 411 Euclid avenue.

Branch in Frisco—The Western Motor Car Co., of Los Angeles, Cal., one of the largest automobile concerns in the country, controlling ten of the leading agencies in Los Angeles and several others on the coast, has opened a branch in San Francisco, Cal., at 53 City Hall avenue. Frank E. Hartigan, who has been identified with the trade in the California metropolis for many years, has been appointed manager of the company, which will handle the Thomas.

Showing Quakerites—Philadelphia automobilists—tradesmen as well as individual owners—have been greatly interested in a series of practical demonstrations given during the past week of the merits of the Dunlop detachable tire. Teddy Edwards and W. R. Barnes, of the Hartford Rubber Works Co., have been doing the demonstrating, and the quickness, ease and thoroughness with which they performed was quite convincing. Several days were spent in the Quaker city and sessions were held at the Tioga Auto Station, Broad and Tioga streets; Wanamaker's Auto



Station, Twenty-third and Walnut streets; Quaker City Automobile Co., 138 North Broad street, and the Pennsylvania Electric Vehicle Co., 250 North Broad street.

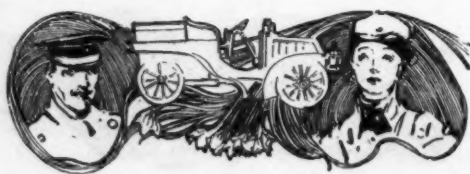
Has Corbin Agency—George D. Adams, a well-known and popular member of the Automobile Club of America, has taken the New York agency for the new Corbin car, which is made at New Britain, Conn. Mr. Adams has had long experience in the retail trade.

Will Rent and Sell—The Bakersfield Automobile & Cycle Co. was recently formed in Bakersfield, Cal. Automobiles will be stored and repaired by the concern, the owners of which are L. P. Signer, formerly with the George N. Pierce Co., of Buffalo, N. Y., and H. I. Arms.

Quits Banking—John Biegger, Jr., formerly president of the State Bank of Winfred, S. D., has gone to Sioux Falls, S. D., where he has organized the Sioux Falls Auto & Supply Co. A large garage and salesroom is now being built. There will be a repair shop and blacksmithing, vulcanizing and brazing rooms in the garage. The concern will store and rent cars besides handling supplies and parts.

New Capital Concern—Another automobile company has entered the lists at Washington, D. C., and is making a bid for trade. The new concern is known as the Cahill Automobile Co., and has been incorporated by Frank S. Cahill, W. S. Duvall and Arthur E. H. Middleton. The capital stock is \$5,000, divided into 500 shares of \$10 each. The new company has secured the garage at 1319 L street, northwest, formerly occupied by the Automobile Storage & Repair Co., and in addition to a storage and repair business, a selling department will also be conducted.

Couldn't Get Cars—The weather continues good throughout the south, and owners of cars are making almost daily runs. On account of the unreliability of the weather at this season of the year few long tours are being attempted but all-day runs are being pulled off frequently. The dealers in the Nashville section are complaining that they are getting no new business, but it seems practically certain they will do well next year. There seems no danger of a repetition of the trouble which was experienced by prac-



tically all the southern dealers last year in obtaining machines for sale. There is no doubt that, in Tennessee alone, many thousand dollars worth of business were lost because of an absolute inability to get machines to sell.

Owen Optimistic—R. M. Owen, sales manager for the Reo Motor Car Co., has returned from the Lansing factory with encouraging reports of the progress being made in the manufacture of R. E. Olds' latest creation. The factory has been completed, the machinery installed, and there will be, he says, no trouble supplying agents with both models.

Has Many States—Develin & Co., the new automobile company which will handle the Acme car in Illinois, Wisconsin, Iowa, Missouri, Minnesota and Utah, will have for salesman J. C. Zimmerman, formerly manager of the Illinois Motor Car Co., which handled the Ford and Royal Tourist cars in Chicago this year. It is possible that the new concern will also take the local agency for one of the best known foreign made cars. Develin & Co. will open their salesrooms and offices at 1407-1409 Michigan avenue, probably within a fortnight.

Foreign Cars Arrive—The first of the imported automobiles, which are to be placed on exhibition at the importers' automobile salon, at the Herald Square exhibition hall, January 11 to 24, have arrived in New York. They are examples of the Pipe and Delahaye cars, the former an automobile well known in Germany, and the latter a French car. The Pipe car, which was imported by Joseph Heller, is of 15-horsepower, and has a limousine body. The upholstery and fittings are most luxurious. The car will seat six. A feature new to American eyes is a folding table in two sections which lifts out from the woodwork on either side and can be fixed in place between the seats. A number of useful accessories are placed in pockets at convenient points. The car has a four-cylinder motor, and is painted in dark tones. The Delahaye is a 30-horsepower side entrance tonneau, four-cylinder car. It carries a cape hood and is painted an attractive red. It is imported by L. J. Gaugler, the American agent.

Agents Get Machines—The Fiat cars which were exhibited at the World's fair in St. Louis and which had been claimed by Hollander & Tangeman, the local agents for the Italian machines, have been turned over to them according to information received from St. Louis, after a judgment by consent had been rendered. Elmer P. Hollander had claimed several months ago that the two cars had been paid for by him and thus were his property. Because these cars were in the palace of transportation, which in the meaning of the law is a bonded warehouse of the United States, they could not be removed unless by authority and only after the duty had been paid. Hollander claims to have offered to pay the amount of the duty but that the supervisor of customs refused the proposition because the plaintiffs were not the consignees of the machines, the latter being consigned to Giovanni Branchi, agent for the manufacturer of the cars, the Fabbrica Italianadi Automobili di Turin, Italy. Hollander claimed \$1,000 damages from the



manufacturers. The costs of the suit and the amount of the duty on the cars were paid by Hollander & Tangeman.

Will Soon Move—The Chicago repair department of the Diamond Rubber Co. expects to be able to occupy its new Michigan avenue home next week.

New Dakota Firm—Fred Bachman and Martin J. Wagner have purchased a building at Second avenue and First street, Aberdeen, S. D., and will fix it up into a repair shop.

Receiver Named—A receiver has been appointed for the Capital Automobile Co., of Indianapolis, Ind., upon petition of one of the stockholders. The company was formed about a year ago.

Ready to Deliver—Parkin & Son, Philadelphia agents for the Clement-Bayard and Mitchell machines, have announced their readiness to deliver 1905 models of the latter to their customers.

Big Western Garage—The Joliet Automobile & Garage Co., which was incorporated early in 1904 with a capital stock of \$25,000, has recently moved into new quarters which gives it one of the largest garages in Illinois. The new building is a brick structure of two stories and basement, originally built for a carriage repository. On the main floor is the storage room and the display room for cars for which the company is agent, together with the offices of the concern. The garage equipment includes an electrical charging plant with charging board to accommodate five machines at one time. A large elevator at the rear carries cars to the basement for washing or for storage battery work, as well as to the top floor where is located the general repair shop. In addition to wash racks, the basement contains a blacksmith shop. The repair department on the second floor includes a complete machine shop, the machine tools of which are driven by electric power. The repair department is divided into rooms in which the different branches of work are specialized. A large supply of repair parts and sundries is carried. For the accommodation of customers there is on the ground floor an attractively furnished reception room, and

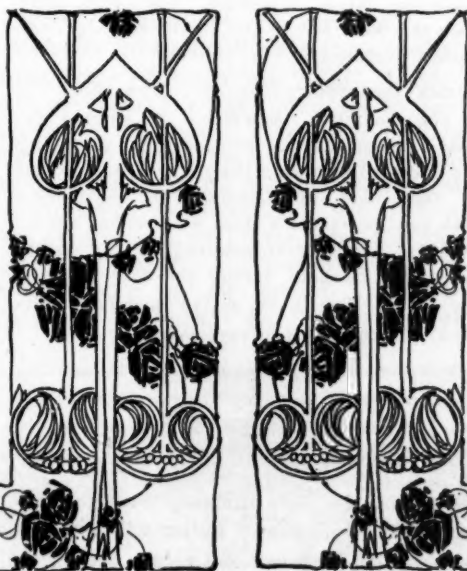
a set of lockers. The stock of the company is owned by prominent Joliet business men. The president is H. A. Fisher, and the secretary and general manager is Lee D. Fisher, both of whom are officers in the Fisher Construction Co.

Made Assignment—The Motor Vehicle Co., of Louisville, Ky., made an assignment a few days ago. E. R. Thomas, the well-known New York sportsman and millionaire, is one of the stockholders of the concern, which will probably be reorganized.

Held Mortgage Sale—In order to satisfy certain judgments rendered against the Automobile Storage & Repair Co., of Washington, D. C., certain goods and chattels of that company were sold last week by the marshal. Many members of the trade were on hand to bid on the various machines offered for sale.

Selling Agent Wanted—H. L. Hoffman, 394 Wabash avenue, Chicago, manufacturer of the Hoffman motor, wishes to interest capital in the establishment of a selling agency for a 20-horsepower, four-cylinder car fitted with the Hoffman motor. A manufacturing concern has made a proposition to build these cars in lots at a low price, but does not wish to enter the selling trade itself. Mr. Hoffman is in a position to furnish complete information in the matter.

Central Garage Building—A unique building, designed to be the automobile headquarters of Cleveland, is to be erected by the Perry-Payne Co., one of the largest owners of property in the business district of Cleveland. Of late this concern has experienced a great demand for buildings in the central portion of the downtown district, for use as automobile garages, store rooms and repair stations. This demand became so pronounced that the company has decided to erect a building especially designed and suited to the requirements of automobile dealers and manufacturers. It will adjoin an immense power building which the company erected last year at the corner of Erie and St. Clair streets, a block from the Hollenden hotel and two blocks from the Public square. The automobile building will extend from the south side of Power street to Oregon street and from Murison street to a new street extending between Murison and Erie streets. The structure will thus have streets on all sides and in this manner can be furnished with plenty of exits leading to paved thoroughfares. The building will be one story high of fireproof brick, steel, cement and wire glass construction and will measure 500 by 400 feet. It will be arranged for the accommodation of all manner of enterprises devoted to the manufacture, sale and handling in any capacity of automobiles and accessories, and the building will be divided into sections to suit the requirements of the tenants. Over each section will be a sloping wire glass sky-light and on all sides there will be large plate glass windows, making a building that will reflect all the light that it is possible to obtain. The building will be arranged so that the rooms can be used for manufacturing, repair work or salesrooms and the company expects to concentrate a number of concerns at this point.





WINTER WAYFARERS AT THE OLD GATES OF ST. AUGUSTINE, FLA.

Big Prize List—According to Baron de Caters there will be \$10,000 in cash prizes next year at the annual meeting of Ostend.

Received Part—Benjamin Banks, of Cambridge, Mass., was awarded \$3,750 in the Superior court of Massachusetts for having been injured by an automobile driven at excessive speed. Banks sued for \$15,000.

Cousins to Race—O. F. Thomas, a cousin of E. R. Thomas, of turf fame, has bought an 80-horsepower de Dietrich, said to be the one driven by Gabriel in the Vanderbilt cup. It is also reported that a match between the two cousins will be decided at Ormond, the well-known turfman using his new 90-horsepower Mercedes.

Takes Railroad's Place—An Italian automobile transportation company was formed recently in Florence. After a few weeks' tests with a number of Delahaye omnibuses, the company placed an order for twenty-five more similar cars, which all have a four-cylinder 16-horsepower motors. Enthusiastic demonstrations were made by the country people when the service was inaugurated, as it enabled them to have quick travel, an unknown thing to many, there being no rail-ways in those sections of the country.

Showed Big Gains—On account of the retirement of Henry Sanderson as president of the New York Transportation Co., of New York, N. Y., which office he held since April, 1900, a testimonial in the form of a desk set of Tiffany bronze was presented to him by the executive staff and the employees of the company. President Herbert H. Vreeland, of the Metropolitan Street Railway Co., paid a high tribute to Sanderson and said it was mainly due to the retiring president of the New York Transportation Co. that this company has become as prosperous as it is. Sanderson said that 5 years ago the company's total station capacity was 72,000 square feet and the company's vehicles in the course of a year covered 350,000 miles. Today the combined floor area of the company's four stations aggregate 222,000 square

feet, and in those stations there are over 500 vehicles, which in the course of a year traveled the tremendous distance of 2,000,000 miles. R. W. Meade succeeds Sanderson as president, the latter having entered the banking and brokerage business.

New Secretary Selected—Emerson Brooks has been chosen secretary of the Automobile Club of America in place of S. H. Valentine, who will shortly make a long European tour a-motor. Mr. Brooks is known to the trade as manager of the Quinby motor car body department.

Electric Vehicle Test—L'Auto, of Paris, has arranged an electric vehicle competition. The details will not be known for some time, but the event will be under the patronage of the Automobile Club of France and will very likely apply principally to vehicles for city use.

Miss Roosevelt an Enthusiast—Miss Alice Roosevelt, daughter of President Roosevelt, is devoting considerable attention to automobiling. Several times during the past week she made the trip to the Benning race track at the capital in a machine and naturally attracted much attention. Saturday afternoon she went out to the track in a big Pope-Toledo touring car.

Only One Show—The executive committee of the National Association of Engine and Boat Manufacturers has decided that only one show will be sanctioned for 1905. It will be that held in February in conjunction with the sportsmen's show at Madison Square garden. The annual meeting of the association will be held during the first week of the show. Ten new active members have been admitted by the association.

Going to Europe—George P. Fuller, the crack automobile driver of the Pacific coast, left last week for a tour around the world, accompanied by his brother, W. P. Fuller. They will be abroad practically a year and will include in their itinerary an automobile tour of the continent. Fuller will not take his car with him, but will secure one on the

other side. He will make it a point to examine closely the qualities of the foreign-made cars with a view to comparing them with those of American make.

Another In the Net—Charles T. Earl, of Brooklyn, a one-time cycle racing crack, will go to the Pope-Toledo factory January 1 to study automobile construction with a view of entering the racing game.

Darracq's Profits—During the year ending September 30, 1904, the A. Darracq & Co., of Great Britain, realized a net profit of \$546,963. The concern decided to spend \$243,500 in enlarging the factory and purchasing new machinery.

Had a Fool Horse—A jury in the municipal court of Syracuse, N. Y., after hearing the evidence in a case where the plaintiff sued for damages in an automobile accident rendered a verdict of no cause of action. The action was brought by Harry J. Hawley against Anthony Will. Hawley wanted \$328 and costs, claiming Will's automobile frightened his horse near Long Branch.

Hunch from Motor Age—An air-cooled motor ice boat will soon be running on the Hudson river at Newburgh, N. Y. George Mason, who has been building ice boats for many years, was in Syracuse, N. Y., last week looking up air-cooled motors which he intends to use for an ice boat he is making. Mr. Mason recently conceived the idea of equipping an ice boat with a motor.

Barney Heard From—In a letter to Secretary Reeves, of the Empire City track, Barney Oldfield says that while at the Pacific coast he will have a try at the world's mile straightaway record on Pacific beach, which he pronounces as fine for speed trials as that of Ormond. Barney also expresses himself as confident of winning for the Peerless Green Dragon during his California stay all the track records up to 50 miles.

Italians Drop Horses—Automobiles will soon take the place of horse-drawn vehicles in several municipal and government services in Naples, Italy, according to a report recently received. The postoffice authorities have made tests with motor cars in the collection and dispatch of mails to sub-stations. On each trip a gain of 1 hour 35 minutes over the horse system was made. The city has ordered several automobile street cleaners and sweepers from the Fiat company. The experiments made by the fire department of the city with an automobile engine have been satisfactory and led the chief to recommend that the machine be purchased.

Brokaw's Good Going—One of New York's prominent automobilists, W. Gould Brokaw, joined the many prominent Gothamites attending the Benning races at Washington, D. C. Mr. Brokaw and a companion drove from the metropolis last week in a Mercedes touring car. They left Jersey City in the morning and covered the 226 miles between New York and Washington in 10 hours 15 minutes. While he was not out for a record he made the trip in just double the time that is required by the express trains. Passing through the numerous towns and cities Mr. Brokaw was held to a speed limit, which added many minutes to the actual running time. While in Washington Mr. Brokaw stated that he would send his 90-horsepower Renault, which was used in the recent Vanderbilt cup race and in the Eagle Rock hill-climbing contest, to Ormond

beach to compete in the races there. While Mr. Brokaw has won fame in the automobile game, his sporting tastes are also directed in other lines. He has a stable of horses at the Bennings race track and has won several purses during the meeting.

Important, Indeed—While enroute from Marshall to Albion, Mich., C. A. Cuson, an agent for the Olds Motor Works, of Detroit, Mich., killed two pigs with his car. The pigs' owner referred the matter to the sheriff, who notified the sheriff of Albion, who in turn arrested the automobilist.

Tart Deserts Panhard—Tart, the Frenchman who drove one of the Panhard racers in the Vanderbilt race and who has been connected with the old French firm for many years, has taken the Paris agency for the Berliet cars, made in Lyon, France. It is said he will not take part in any more races.

Speed Indicator Test—Cash prizes amounting to \$875 will be given by the German government to the winners of the speed indicator competition, arranged some time ago. The device must register the speed at which the car is being driven at any point, must be visible to the driver and the public and must also be easily understood by the police.

Madison's Quota—A former professor of the University of Wisconsin, R. W. Wood, had the first automobile in Madison, Wis., in 1899. At present the following motor cars are to be found in the capital of the state of Wisconsin: Cadillac, six; Oldsmobile, five; Rambler and Glide, four each; Waverley, three; Locomobile, two, and one each White, Marr, Murray, Orient and Milwaukee.

Boat Men to Meet—The first international congress on automobile navigation will be held in Paris from December 19 to 24, under the auspices of the Automobile Club of France, which has sent invitations to all automobile clubs and yachting and boating organizations. The marine minister of France is the honorary president of the congress.

In Place of Rubber—It is rumored that a new compound has been discovered by which the durability of rubber, especially for tire purposes, will be strengthened to such an extent that only half the rubber now used to make tires will be necessary. A trust company is said to be in progress of formation and several of the parties interested are connected with rubber concerns of Akron, O.

Must Have Good Character—District Commissioner West, who has immediate supervision over the automobile board of the District of Columbia, has issued an order that all professional chauffeurs, in securing a license to operate in Washington must obtain certificates of good character from three reputable citizens. Several times recently the attention of the authorities has been directed to the unseemly conduct of a number of professional operators, hence the commissioner's order.

Contest Personal Tax Law—Automobile dealers of Washington, D. C., and all owners of cars in the capital city, are greatly interested in the fact that the validity of the personal tax law will be tested as a result of certain rehearing proceedings that have been instituted against the collector of taxes. Several times since the enactment of the personal tax law objections have been raised to it on the assumption of its being uncon-

stitutional, but not yet has it been tested in the courts. The matter will now be fought out in the district courts and if necessary it will be taken to the Supreme court of the United States for decision.

Go As You Please—Baron Pierre de Crawhez, the well-known Belgian sportsman, has donated a valuable cup to the Automobile Club of Belgium for an automobile road race over a distance of 500 kilometers—311 miles—without neutralizations.

Good Profits—During the 12 months ending September 30, 1904, the Dunlop Pneumatic Tire Co., England, manufactured 1,556,220 tires. The net profit for the year amounts to \$1,047,993.63. Owing to the reduction in the prices of tires, which was put into effect at the beginning of the year, the company's income was reduced by \$404,210. The directors decided to reinforce the working capital of the subsidiary companies by \$533,650.

Called Policeman Down—A Belgian automobilist was recently ordered to appear before a local police officer to answer to the charge of having driven his 12-horsepower touring car fitted with a canopy top at a rate of speed of 63 miles an hour. The automobilist said there must be some mistake in the rate of speed, inasmuch as when the car was tested by the manufacturers it could not be driven at a greater rate of speed than 38 miles an hour. The police officer freed him and gave the policeman a lecture.

Big Transportation Company—An automobile transportation company has been organized in the state of Touraine, France. Cars will be operated on twelve routes, the shortest being 2½ miles and the longest 33 miles. All told the distance of the twelve routes is 195 miles, and the fares have been figured upon a base of 50 cents for 50 kilometers—31 miles. De Dion-Bouton omnibuses will be used and they are so constructed that they can also serve for the carrying of the government's mail and for small packages.

Automobilist Wedded—The social event par excellence in Philadelphia automobile circles last week was the wedding of H. Bartol Brazier, the secretary-treasurer of the Automobile Club of Philadelphia, the bride being Miss Annie E. Milne, daughter of Mr. and Mrs. Francis F. Milne. Rev. Floyd W. Tompkins was the officiating clergyman. The wedding breakfast was attended by many of the more prominent automobilists in the city, and later the young couple started on their honeymoon trip through the south.

Mercedes Profits Small—The gross receipts of the Daimler Motoren Gesellschaft, of Cannstatt, Unterturkheim and Marienfelde, Germany, for the current year amounted to \$1,028,833. After deducting expenses, including \$621,899.75 for the new factory at Unterturkheim, there remains a net profit of only \$11,882. In all of the three factories some 2,200 men are now employed, while at the beginning of the present year only 881 were at work. The great loss of

ninety cars in various stages of completion in the fire which destroyed the Cannstatt factory last year is the cause of the small profit.

Off on Long Journey—Maurice Fournier started on the Oldsmobile tour of Europe from Paris November 19. Some of the best known Paris automobilists were at the start. About twenty Oldsmobile cars escorted the driver through Paris.

Facts for the Pessimist—A Miles-Daimler omnibus, with seating accommodations for twenty passengers, has been running between Plymouth and Modbury, England, for 5 months, covering in that time 14,000 miles without a single breakdown. It is also reported that the Peters tires, originally fitted to the bus, are still in good condition, although the roads over which the daily runs are made are none too smooth.

Has Many Lines—The Virginia Automobile Co., of Norfolk, Va., which was recently incorporated, will not only engage in the automobile livery and sightseeing business but may also own, operate and hold automobile shows and races, manufacture automobiles and motor boats, and act as agent for automobile and motor boat concerns. The company may also establish a passenger service from railroad stations and steamship piers to hotels or other stations.

Exports Show Increase—Exports of automobiles are again on the increase, after showing a decline for 2 months. The latest statistics show the value of these exports during October last to be \$180,891, as against a value of \$119,131 for the same month last year. During the 10 months' period ending with October, 1904, the total value of automobile exports was \$1,576,877, as against \$1,311,960 for the same period of 1903 and \$970,610 for the 10 months of 1902.

Don't Like Searchlights—Recently a Paris daily paper stated that the big automobile lamps, which throw a light almost 100 yards in front of a car, are a great danger to the public instead of being a great help. A number of preëminent automobilists have taken up the paper's story and will now try to induce motorists to use lamps, which will render even much better service. It is claimed the powerful light of the big projectors confuses the pedestrian.

Automobiles Helped Out—The Allgemeine Elektrizitäts Gesellschaft, of Berlin, Germany, where the automobiles of the Neue Automobile Gesellschaft are made, closed its business year on June 30, 1904, with a profit of \$2,141,630, as compared with \$1,406,096 for the corresponding period last year. While the principal business of the concern is in the line of electrical goods, it is reported the automobile department netted a large percentage of the increased profit of this year's business. During the first 3 months of the present business season, orders amounting to \$30,750,000 were received, while last year, during the first 3 months of the year, only \$21,750,000 worth of orders were received by the German concern.



REMINDERS OF THE LAW



CANADA'S LICENSING LAW

At a recent cabinet meeting held in Canada the new provincial regulations concerning automobiles were approved. They provide a fee of \$3 instead of \$2 for a license and a number tag. The tag remains the property of the province in which it is issued and can be taken away if the motorists to whom it is issued does not comply with the regulations. Automobile manufacturers and dealers will receive special number tags for cars they are offering for sale, but these tags must not be put on the private cars of the manufacturers or dealers. Automobiles with these special numbers may not be driven further than 5 miles from the maker's plant or the dealer's salesroom.

SCOTS WANT UNIVERSAL LIGHT

Neither in England nor in Scotland is there a law which makes it compulsory for ordinary vehicles to carry lamps at night. A bill to this effect has been presented to the house of commons each session for many years, but it has always been set aside until another session. In Scotland the situation has caused so much complaint that the Scottish Automobile Club has taken great interest in the matter and has recently issued a letter fully explaining the situation and submitting the case to the County Councils' Association, with the result that this organization asked the Scottish Automobile Club to submit a set of by-laws.

There are many local ordinances in existence through Scotland, but there are so many varieties that their enforcement causes trouble and annoyance. Last May, for instance, a police regulation came into force which is applicable to every borough of Scotland, excepting those of Edinburgh, Glasgow, Aberdeen, Dundee and Greenock. The regulation provided that all animal-drawn vehicles driven upon any streets between 1 hour after sunset and 1 hour before sunrise should carry a lamp projecting a white light in the direction in which the vehicle is proceeding, and in the case of a vehicle carrying timber or any other load which projects more than 6 feet beyond the rear, an additional red light should be exhibited in the rear.

In Edinburgh only carriages and vans are required to carry lights. In Glasgow hackneys and stage carriages are required to keep lamps cleaned and lighted from sunset to sunrise. Only hackney cars are required to have a light in Aberdeen. In Dundee only those vehicles which are driven at a greater speed than walking pace are required to carry lights, while in Greenock there exists no lighting ordinance at all.

The following by-laws were drawn up by the Scottish Automobile Club to be universal all through Scotland:

Every person who shall cause or permit any carriage, cart, wagon, or other vehicle to be driven or ridden or be on any street or highway during the period between 1 hour after sunset and 1 hour before sunrise, shall provide the same

with a lamp or lamps which shall be so constructed and placed as to exhibit a white light in the direction in which such vehicle is proceeding or is intended to proceed, and a red light behind, and so lighted and kept lighted as to afford adequate means of signalling the approach or position of the carriage, cart, wagon, or other vehicle; providing that, where one light is shown in each direction, the lamp exhibiting it shall be attached to the extreme off or right side of the carriage, cart, wagon, or other vehicle. In case of the load carried by said vehicle projecting beyond the sides thereof, the light or lights shall be so placed as to show the furthest out projection.

Such person shall also, if the vehicle is used for the purpose of carrying timber, or any load projecting more than 6 feet to the rear, provide an additional lamp or lamps, so constructed and capable of being so attached to the end of the projecting load, as when lighted to show to the rear a red light visible within a reasonable distance to persons overtaking the vehicle, and to show the extent to which such timber or other load projects behind the vehicle.

Every person driving or being in charge of such vehicle as aforesaid in any street or highway during such period as aforesaid and shall keep such lamp or lamps properly trimmed, lighted and attached.

MOTORIST HAS NO SHOW

Down around Philadelphia the countryside constable still continues to add to his income at the expense of the long-suffering Quaker automobilist. A flagrant case in point was that recently of Dr. George Fales Baker, a prominent Philadelphia sawbones. The worthy doctor was careering over the roads of Radnor township at a 4-miles-an-hour clip, his engine being in bad shape for some unknown cause. He was endeavoring to reach a nearby blacksmith shop in the hope of making a temporary repair, when a pair of the township's coppers astride of bicycles, who were following his car, halted the doctor and informed him that he was under arrest.

"Why, pray?" queried the healer.

"Didn't blow your horn when you passed that road back there."

As the cops really needed the money, Dr. Baker was compelled to accompany them to the magistrate.

After that dignitary had listened to the harrowing details of the charge he merely said:

"Seven-fifty and costs."

"But, my dear sir," urged the doctor, "in Chicago they fine an automobilist for blowing horns. And you now fine me for not blowing mine."

"This is Radnor township, sir."

"But, sir, I think I heard that your township laws mention nothing about horn-blowing."



"Ah, but you forget—the state law covers that. You broke the law of the state of Pennsylvania."

The doctor ponied up, and then went in search of a repairman, tooting his horn vigorously all the way, while the constables, who are entitled to half the fine, hurried off in search of new victims.

When he got home he put in an application for membership in the Automobile Club of Philadelphia, which is about to inaugurate a campaign in the hope of bringing about uniform laws for government of automobiles throughout the state.

LIBERAL ITALIAN MEASURE

According to recent advices from Italy, the new automobile law which has been prepared by a special commission of automobile owners, senators, deputies, engineers and other officials will probably be accepted by the ministers and be presented for discussion to the chamber within a short time. The two principal provisions are that automobiles must always keep to the right of the road and that in the country roads motorists may drive their cars at any speed they desire, but must slow down to 15 kilometers—9½ miles—per hour in towns and villages.

NEW LOUISVILLE REGULATIONS

The automobilists of Louisville, Ky., are put out because Alderman Abner Harris has just introduced an ordinance which, if passed, will prevent drivers from traveling at a greater rate of speed than 6 miles an hour in the business section of the city and 10 miles in other parts. The ordinance provides that a board of examination composed of the health officer, the electric inspector and the city engineer is to examine all applicants as to their ability to control an automobile.

ONLY ANNOYANCE

Some time ago the honorable mayor of Perigueux, France, passed an automobile ordinance which says "the circulation of velocipedes, automobiles and other vehicles with motor power or with animal traction at great speed upon boulevards and the streets of the city is a danger and causes much annoyance." The fact that the mayor included horse-drawn vehicles has caused much satisfaction among motorists.

MUSTN'T DROP OIL

Councilman Eggers, of San Francisco, Cal., has drawn an ordinance making it illegal to deposit upon the public streets, oil dripping from automobiles. A fine of \$500, or imprisonment for not more than 6 months, or both, are provided for the violators of the proposed law.

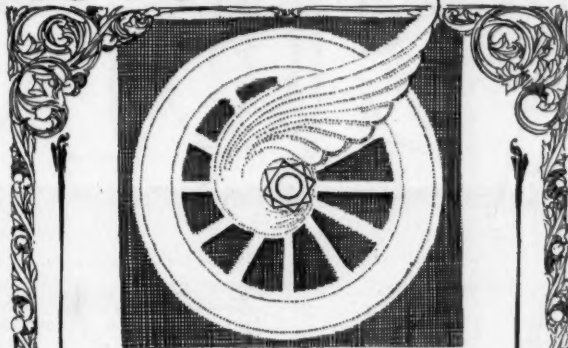
VERY SERIOUS, INDEED

An automobile owner of Iowa recently brought attention to the local authorities that the new law has one defect inasmuch as no mention is made therein that automobile owners should muffle their car in order to prevent horses from getting frightened by the sound of the machine.

AMERICAN MOTOR LEAGUE

OFFICERS

ISAAC B. POTTER, President,
Potter Building, New York.
CHARLES E. DURYEA, First Vice-Pres.,
Reading, Pa.
W. GRANT MURRAY, Second Vice-Pres.,
Adrian, Mich.
S. W. MERRIHEW, Third Vice-Pres.,
154 Nassau St., New York.
FRANK A. EGAN, Secretary,
132 Nassau St., New York.
FREDERICK B. HILL, Treasurer,
32 Bimford St., Boston.
National Headquarters
Vanderbilt Building New York



OFFICIAL BULLETIN

THIS LEAGUE

Is Now Collecting Route Information

covering all automobile routes in the important states and will publish road books for motor car users as fast as complete information is received. The A. M. L. is the only organization engaged in this work, and it invites the co-operation of all persons interested. For full information and membership blanks address American Motor League, Vanderbilt Building, New York City.

ROAD BOOK SUGGESTIONS

Many automobilists are sending in route slips and most of the route information received is set down in very acceptable form; but some of the memoranda sent in is not altogether available, and a few suggestions will not be out of place.

1—Every contributor of information should write his name and address upon the route slip. The secretary likes to acknowledge the receipt of these papers and where the notes are not entirely clear it often becomes necessary to write for further information. Besides, the name and address of the contributor gives to his work the stamp of authority and enables the league to know and locate its friends and helpers.

2—Do not make drawings or sketch maps on the route slips. Fill out each route slip in the manner indicated by the printed headings at the top of the separate columns. In this way much information can be condensed and no details will be omitted. In many of the maps sent in—maps and sketches made by contributors—distances are not given between towns nor is the character of the road or its grade mentioned in any way. This is always important. If the running directions and other memoranda be carefully written out with distances, etc., the league will attend to the making of necessary maps.

3—Do not send information or memoranda unless it is known to be substantially correct; in other words, do not depend upon an imperfect recollection. The best way to supply route information is to start out with your car and note book, having no other purpose in view, noting distances and all other important memoranda as you go along. In this way the possibility of error is avoided.

4—Enlist the aid of your neighbors and friends who are automobilists, and bring this subject to the attention of your club if you are a club member. The league has undertaken a great work and deserves the widest support and co-operation. If you are not familiar with the routes in your locality, mention the subject to several of your friends who know these routes, and ask them to send their names and addresses to the league, or better still, send these names and addresses yourself and the secretary will do the rest.

JOIN THE LEAGUE

The annual dues are almost nominal, \$2; there is no initiation fee; there are no salaried officers; every dollar goes to carry on the work and to pay necessary expenses. A national

body succeeds in proportion to its strength and numbers. The league has members in forty-four states and is working to increase this so as to make each state a power in itself. The members now joining the league are enrolled in the pioneer class, and in years to come will be proud of this distinction. If you are not a member, send your name and address with \$2 to the secretary; this sum will cover your first year's dues.

REDUCED RAILROAD FARES

The league will hold its annual meeting at New York and an adjourned meeting at Chicago during the days of the automobile shows in those cities. Applications have been made to the railroad associations for reduced excursion rates for league members who attend these meetings from distant towns. Last year many hundreds of automobilists persisted in the belief that they were entitled to this benefit whether members of the league or not. *It cannot be too emphatically stated that this benefit is not obtained for the public at large, nor for persons merely attending the automobile shows, and reduced rate excursion tickets will not be signed or certified to any persons who are not members of the American Motor League before the dates of these meetings.* Last year—to correct a misunderstanding for which some of the railroad agents were responsible—the league accepted memberships and signed railroad certificates during the progress of the New York automobile show; but this practice will under no circumstances be repeated, and the railroad associations have given notice that A. M. L. members joining at that time will not receive the reduced rate benefit.

LEAGUE INFORMATION BUREAU

It is proposed to establish a bureau of route information at league headquarters and to place it in charge of an expert compiler and map maker who will conduct all correspondence



MINIATURE OF A. M. L. ROUTE MAP OF PENNSYLVANIA.

relating to routes and give to league members the best available information concerning any routes or tours which they propose to undertake. The manager of this department will also prepare and arrange maps and routes in each state and in the Canadas, and compile all elaborate information received from outside sources so that it may be quickly referred to and made use of when needed. All this is greatly to be desired; but the proposition suggests the expenditure of considerable money. The league needs a large membership and is working to attain it. If you are not a member and believe in maintaining a national body which aims to benefit and maintain all that is best in automobiling, send your name and address to the secretary.

Letters of the right sort are coming in at headquarters, and these letters do much to encourage the secretary in his work. Here is one of them. It is from Charles R. Bowersox, secretary of the Bruns-Bowersox Lumber Co., at Bryan, O.:

Bryan, O., Dec. 1, 1904—As I was reading last week's edition of MOTOR AGE last evening, I noticed that the league was making efforts to get out complete road books of the state of Ohio, and desires the assistance of all automobilists. *I have long recognized the fact that complete route maps are only to be had by the thorough co-operation of all the owners of automobiles and otherwise, throughout the country.* I beg to assure you that any information or service that I can render, I will be only too glad to do. I am fairly well acquainted with all roads in this section of northwestern Ohio, and if you will forward several of your maps will endeavor to fill some out and return to you. I might further say in this connection that if you care to furnish me with some extras, I will send some to my friends in neighboring counties and in that way get the movement started in this part of the state.

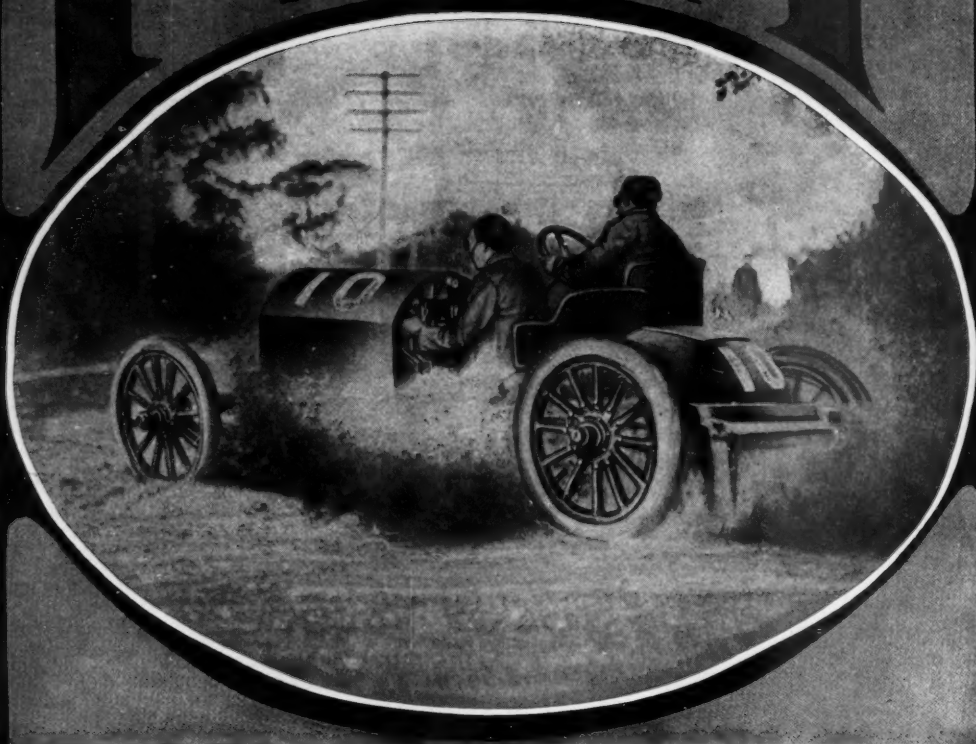
I should be pleased to receive any information regarding steps necessary to join the league and membership blank. I assure you of my hearty co-operation in the movement.—CHARLES R. BOWERSOX.

There are many automobilists who feel as earnestly on this subject as does Mr. Bowersox, but have not found time to write letters like this. Just a line will do, saying that you are in the league and intend to support its work.

DON'T FORGET

The Secretary is ready to enrol the name of every wide awake automobilist on the pioneer list of league members, and that list will be limited to the first 5,000. Send your name and address and the first year's dues, \$2, to Frank A. Egan, Secretary, Vanderbilt building, New York city.

FIAT



The 90 H. P. "FIAT" Car owned by Alfred Gwynne Vanderbilt, Esq., holds the World's Record for road racing, having covered 240 miles at the rate of 72 1-5 miles an hour, without a stop, in the Brescia Race.

Average speed of Gordon Bennett winner, 57 miles an hour
Average speed of Vanderbilt Cup Race winner, 52 miles an hour

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